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Transit-Times

AC Transit Vol. 11 No. 7 January, 1969

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JAN 27 1969
UNIVERSITY OF CALIFORNIA

A new bus is born

Actions of the Board

At an adjourned regular meeting Dec. 23, the Board of Directors:

- Moved participation in project to test feasibility of operating buses powered by steam engines, on motion of director Coburn. (See story, Pg. 5)
- Authorized General Manager to execute contract with U.S. Department of Transportation for capital grant relating to purchase of buses and radios, on motion of Director Rinehart.
- Upon approval of federal grant, authorized exercising option to purchase 45 new coaches, on motion of Director Berk. (See story, Pg. 3)
- Declared six automobiles and two trucks surplus and authorized their disposal through standard procedures, on motion of Director Copeland.
- Adopted resolution confirming boundaries of AC Transit District for assessment purposes, on motion of Director Coburn.

* * *

At a regular meeting Jan. 8, the Board of Directors:

- Elected William E. Berk as president, on motion of Director Bettencourt.
- Elected E. Guy Warren as vice president on motion of Director Copeland. (See story below)
- Continued "Ready Fare" plan on permanent basis, on motion of Director Coburn. (See story, Pg. 4)

Officers elected to head transit board

William E. Berk was elected president of AC Transit's Board of Directors this month, taking over leadership at a time when challenges are expected to include rising costs, as well as transit changes and improvements.

Serving as vice-president will be E. Guy Warren.

Berk, Richmond business executive, has been a member of the board since Jan., 1961, serving on a platform of economy and better service for riders and taxpayers. He succeeds John McDonnell, nursery owner, who served as president for two years.

The new president, who represents West Contra Costa County, is a plumbing contractor, prominent in housing, building and contracting associations, as well as in civic and social groups. He is a director of Columbus Founders Savings and Loan Association. His home is at 450 Mount St., Richmond.

Warren, of 17031 Cull Canyon Rd., Hayward, was instrumental in formation of the District and passage of the bond issue which put it in business. He was appointed to the board in June, 1961, representing southern Alameda County. Owner of Warren Transportation Co., he played an important part in bringing the State College to Hayward and is a trustee of California State Colleges.

The election divided representation between Contra Costa and Alameda counties and between the District's northern and southern boundaries.

NEW OFFICERS—William E. Berk, left, newly-elect president of the Board of Directors, and E. Guy Warren, vice-president, begin duties.

District builds modern fleet with purchase Of new buses and additional radio units

Approval of a federal grant cleared the way this month for the District to purchase 45 new buses and equip its entire modern fleet with two-way radios.

With delivery, two-thirds of the fleet will be "new look" coaches. The property will have 693 buses on the line, 462 of them modern equipment.

Delivery of 30 coaches in March and another 15 in August will release additional modern equipment for East Bay and transbay commute service. It also will permit the first major retirement of older buses since the gasoline-powered models were sent to pasture in 1965.

Grant approved

Approval of a $589,025 capital grant by the U.S. Department of Transportation cleared the way for the "new year" equipment program, the most auspicious since the initial purchase of 250 new buses, delivered in 1960-61.

The grant covers half of project costs of $1,178,050, involved in purchase of 30 larger, 102-inch wide coaches and 160 radio units, with other equipment necessary to link the buses into the present communications system.

The grant can be increased by another $196,341, to a total of $785,366, if regional planning is considered completed within three years.

With the grant approved, the District moved ahead to order an additional 15 larger type buses for August delivery, taking advantage of an option held with General Motors.

The second order, at an estimated cost of $514,800, will make up the "slack" which occurred in 1968, when the District purchased only 15 buses, pending completion of projections on future operational requirements.

With the new orders, the District will have $13,718,061 invested in new equipment since it commenced operations in October, 1960.

The purchases will enable the District to keep pace with increases in patronage, according to Alan L. Bingham, general manager. The program also is in line with plans for coordinated service to be operated by AC Transit when BART trains begin to roll, Bingham added.

The 30 new buses will be assigned to Seminary Division, for operation on the high mileage 80 lines.

IN PRODUCTION—Workmen join windshield assembly to roof.

The assignment will release 10 large modern coaches for use on the fast growing MacArthur Blvd. Line 57 and 20 buses for transbay service.

Twenty-five buses, manufactured in 1947 and with approximately 900,000 miles each, will be retired. Five will be held in reserve for use in growth areas.

The District plans to retire additional high mileage older buses, on a one-to-one ratio, with the August delivery.

With the aid of the grant, new radio units will be installed on 157 coaches, with three retained as "spares." The system will have 457 buses linked by instant communications after the March delivery and 472 "on the air" in the fall.

Cost of the radio equipment, including an additional base station for a third channel, is estimated at $147,000.

WELCOME, VISITORS—AC Transit's sightseeing tour, operated last summer, wins recognition as Walter D. Skinner, left, president of the Oakland Chamber of Commerce, presents the Oak Leaf Award for "outstanding service to the City of Oakland and enthusiastic support of the convention and visitors industry." Bus Driver David Scott accepts the honor for the District as H. D. White, assistant general manager for operations, and D. J. Potter, right, transportation manager, look on.

"Ready Fare" plan to continue

The "Ready Fare" plan of riding has been extremely successful and will be continued permanently.

Directors agreed at a meeting this month to extend the "no cash on buses" program, since results have indicated no adverse affect on patronage as result of the change in fare collection procedure.

Some 200,000 passengers are boarding each day with exact change ready, with only an average of six riders requiring refund coupons because they do not have the right fare.

Credit for the success of the program has been given to some 400 financial and business firms for their cooperation in selling tokens to the public.

The District has had greater gains in riding and passenger revenue during the first five months of "Ready Fare" than during the same period in 1967.

Passenger revenue is up 2.97 percent for the five months, while riding has shown an increase of almost one percent.

The same ratio of children to adults—one third to two thirds—has been maintained. Less riders are using tokens, however, instead taking advantage of ticket books for discount traveling.

Token use down

In November, 1967, two thirds of adult East Bay riders used tokens. In November, 1968, half were using tokens.

The plan was inaugurated July 14 for a six-months experimental period following the shooting of bus driver R. P. Livingston during a holdup, as a means of deterring bus crimes.

Full steam ahead

District to test new power system

AC Transit can expect to have two buses powered by steam engines in operation before the end of the year, testing a "breakthrough" into smog-free, noiseless, more economical and more powerful public transportation.

The experimental steam bus project, proposed by the California State Assembly, would be the first of its kind.

Two steam engines will be placed in District buses and operated in normal service for nine months, on East Bay lines and across the bridge to San Francisco.

Two engines also will be installed on San Francisco Municipal Railway buses in San Francisco.

Government grant

The State Assembly applied for a $450,000 grant from the U.S. Department of Transportation to finance the project. It will be operated through a contract with a nonprofit research firm, which will provide administration and take public attitude surveys.

Technicians will determine specifications, call for bids from steam engine suppliers, and oversee installation. The year-long project will include three months of pre-testing and training and nine month of actual operation with regular passengers. Go-ahead for participation was given by the Board of Directors, on the basis of a noncash contribution of $75,000 in transit equipment, maintenance and personnel.

Project costs

Total project cost of $610,000 includes the government grant, identical noncash participation from the transit properties, and work-time contributions from the State Assembly and the State Air Resources Board.

Assemblyman John F. Foran, chairman of the Assembly Committee on Transportation and Commerce, said the advantages of steam engines have been well documented and DOT officials believe the propulsion system may provide noiseless, vibration-free, low-maintenance, powerful and clean urban mass transit.

The steam engine, considerably lighter and with less moving parts, would require less maintenance, Foran said. Fuel costs also would be lower, as steam engines use a low grade of fuel while obtaining more miles per gallon.

The experiment is in line with District efforts to explore new approaches to public transportation.

Cost of living benefit boosts wages

Wages for 1500 employees went up nine cents an hour starting Jan. 5, reflecting the District's first cost of living adjustment.

The benefit increases labor costs for union and non-union workers by an estimated $152,420 during the first half of the calendar year. The initial increase, based on the change in the U.S. Consumer Price Index for 1968, brings the scale for bus drivers to $3.80 per hour.

Another cost of living adjustment will be made in six months and a third allowance will be computed with the first payroll in January, 1970, under terms of the three-year labor contract which went into effect in June, 1967.

Workers end long years of service

Retirement has been full of "action" for *Frank "Joe" Bruni*, 68, of 19031 Santa Maria Ave., Castro Valley, culminating in an accident which broke his foot. Bruni, who retired from building maintenance Jan. 1, reported he was "up a tree, cutting off a branch," when he accidentally kicked the ladder out from under his feet.

"I hung there for a while. I can jump like a rabbit, but there were some dogs under me, barking, and I didn't want to fall on them. I finally dropped on some cement and broke a bone in my right foot.

"I'm healing real fast, though."

Before then, Bruni was ill with the flu, then with a cold he caught after changing a tire in a snow storm on his way to Las Vegas.

Ahead for Bruni and his wife is another trip to Europe, including Spain, Portugal, England and Scotland.

W. E. Holbrook and railroad

"Joe" went to work in 1942 as a mechanic, making bearings for bridge trains. He became a garage mechanic in 1958 and transferred to building maintenance in 1962.

After he does some traveling, *W. E. Holbrook*, 64, plans to get his model railroad back in running condition "through two garages and half a garage" at his home, 430 50th St., Oakland.

His system concentrates on equipment of the past, covering the years from 1913 to the early 1940's. Other plans include going to Massachusetts to visit his father, an 87-year-old veteran of railroading.

Holbrook, who is retiring March 1, went to work for East Bay Street Railway in 1935. He worked as a streetcar operator, bus driver and since 1940, in the dispatcher's office.

His own "road" includes trains and one electric trolley of memory.

J. W. "Pop" Edwards, 75, whose pension is effective Feb. 1, "boomed" around for years because "the grass always looked a little greener on the other side —until I got there." A mechanic "A," he went to work in the unit room in 1945. He plans now to take care of "a lot of yard" at his home, 1501 142nd Ave., San Leandro.

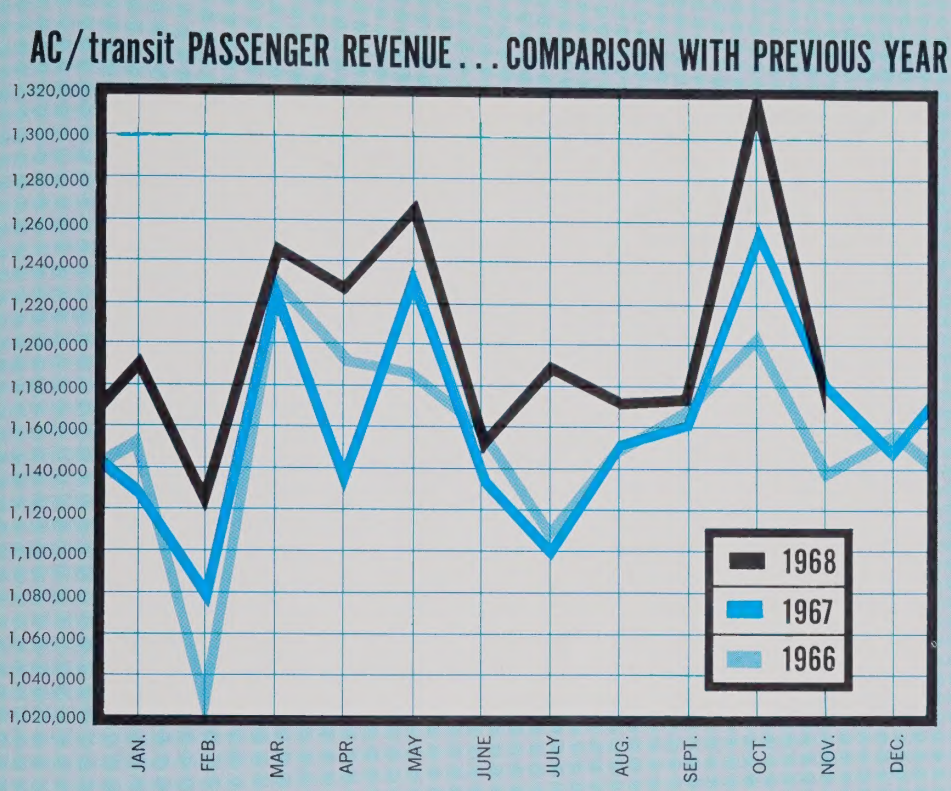
John F. Green, 58, who has been disabled with a heart ailment, was pensioned effective Dec. 1. A full-blooded Navajo Indian, he left the reservation in New Mexico as a youngster and never returned.

Green, of 1225 81st Ave., Oakland, went to work as a mechanic at Central car barn in 1945 and later transferred to Seminary Division to work on buses.

Jimmie Lee, 65, of 859 43rd St., Oakland, retired Jan. 1 as a mechanic "B" after long years of work at Richmond Division. He entered service in February, 1947, as a cleaner at Oakland yards.

Taking his pension Jan. 1 will be *W. L. "Bill" Bailey*, who has been on leave for the past two years, serving as maintenance agent and vice president of Amalgamated Transit Union, Division 192.

Bailey, of El Cerrito, went to work for Key System in 1946 as an automotive machinist in the unit room at Emeryville shops. Later he transferred to the unit room at Emeryville Division, where he worked until switching to union headquarters. A sports fan, he plans now to do some traveling and to sell a little real estate.



Business activity shows decrease

Fare box revenue and riding showed a decrease in November, although transbay travel held its own in income collected.

Passenger revenue for the month totaled $1,171,420, *down* $5,775 *or* .49 *percent over year ago revenue of* $1,177,195. *Revenue on East Bay lines was* $671,147, *a decrease of* 1.08 *percent over the same month in* 1967. *Transbay income totaled* $500,273, *up* .32 *percent over November, a year ago. Commute book sales came to* $204,797, *a gain of six percent over year ago sales of* $193,152.

The number of passengers carried totaled 4,304,132, *down* 3.09 *percent over the riding count of* 4,441,372 *for November of* 1967. *Riding on East Bay lines showed a decrease of* 3.46 *percent, while transbay riding had a drop of* 2.09 *percent.*

Operation costs in the month totaled $1,488,011, *up* $116,788 *over year ago expenses of* $1,371,223. *The District operated* 1,968,246 *miles of service, an increase of* 16,387 *or* .84 *percent over mileage for November,* 1967.

Total income of $1,627,381 *covered operational costs and depreciation, but left a deficit of* $48,495 *in meeting full bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 4.68 *percent.*

Bus driver comes to Aid of police officer

Rescues are not new to bus driver Jack Yount, 38. He believes in helping other people and returning favors.

Driving on Line 72 at night, Yount has called on police several times for help with unruly passengers. When he saw a Richmond police officer drop in front of a stopped car early in the morning of Dec. 27, Yount braked to a stop, jumped from his coach and went to the policeman's aid.

As a result, he received a personal letter of thanks from Robert B. Murphy, chief of police of Richmond.

"Seemingly, without regard for your own personal safety, you responded to an incident that did not go unnoticed by the Police Department," the letter said in part.

Jack Yount

"It is good to know there are citizens who feel a responsibility toward their neighbor and —the policeman.

". . . thank you for your alertness and help."

It was signed by the chief.

Yount, who thought the officer had been shot, found instead he was on the street, trying to handcuff one of two youths and recover what the officer said was dope.

When Yount asked if he could help, the policeman replied:

"Yes, watch the other one."

The driver guarded the second youth until another patrol car arrived to take both into custody.

As a citizen's band radio operator, Yount previously rescued three fishermen offi Rodeo after picking up their walkie-talkie call for help on his own station. He also participated in a second boat rescue off Point Pinole, keeping his car headlights on a boat in trouble until the Coast Guard arrived.

"The police especially have paid off a lot of times, helping us out. I'm sure glad to do anything to help them," Yount commented.

A driver with AC Transit for the past two years, Yount lives at 166 Napa Ave., Rodeo.

With a radio on his bus, in his car and at his home, he's also the man "on the spot" at accidents. He carries a supply of flares, a first aid kit and does "anything I can to help out."

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MAR 11 1969

UNIVERSITY OF CALIFORNIA

New future for steam engines?

Actions of the Board

At an adjourned regular meeting Jan. 29, the Board of Directors:

• Adopted resolution to dissolve Northern California Demonstration Project, on motion of Director Coburn.

• Set regular meeting of Board on Feb. 19, on motion of Director Coburn.

• Instructed preparation of resolution favoring inclusion of referendum process in any legislation pertaining to creation of a regional government, on motion of Director Bettencourt.

• Adopted routine resolution of intent to levy tax in Contra Costa County, on motion of Director Coburn.

• Accepted report of Advertising and Public Relations Committee relative to advertising and promotional programming, on motion of Director Bettencourt.

* * *

At a regular meeting Feb. 19, the Board of Directors:

• Adopted resolution endorsing principle of participation of electorate prior to formation of any regional government agency, on motion of Director Rinehart.

• Authorized additional service on Solano Ave. in Albany; curtailment of some early and late trips on Line 68 in Richmon-El Cerrito, and postponement of action of proposed curtailment of Saturday service on Line 46-87, on motion of Director Bettencourt. (See story, Pg. 4)

• Approved request from City of Berkeley to mount litter containers on 64 bus stop poles, on motion of Director Bettencourt.

Adopted resolution commending past president John McDonnell for outstanding service to District, on motion of Director Bettencourt.

Riding on up and up

The District showed a 1.8 percent gain in riding during the 1968 calendar year, with a passenger count of 52,536,507. AC Transit's gain was exceeded only by a New York property. The increase was a reversal of the national trend, which showed a riding decrease of 1.2 percent.

The District has had a total patronage gain of 15 percent since it went into business in October, 1960.

Transbay bus travel Shows continued gain

Transbay commuting on public transit has jumped 70 percent since the District went into operation over eight years ago, according to a study by University of California's Institute of Transportation and Traffic Engineering.

Use of public buses for commuting has grown 3½ times more than that of cars, the traffic study indicated.

Buses now are carrying 55 percent of travelers crossing the span during the peak of the commute rush between 5 and 5:30 p.m., the study showed. The figures include riders carried by AC Transit and Greyhound. The District's own commute business has jumped 51 percent since 1960 and is up 5½ percent since last year.

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Government grant gives financial Support to bus test of steam power

It was "full steam ahead" this month on a steam bus demonstration project that may provide noiseless, smog-free, economical and more powerful public transportation.

A $450,000 grant to the California State Assembly, approved by the U.S. Department of Transportation, cleared the way for installation of steam engines on two AC Transit buses and two coaches of S.F. Municipal Railway.

The buses will operate in normal service for nine months, as part of the two-year experimental program.

Findings are expected to have a powerful effect upon the traveling public — and future decisions involving buses, trucks and cars.

A successful demonstration presumably will have a substantial impact on legislation decision-making involving future development of urban mass transportation programs.

Under terms of the grant, the State Assembly will provide overall project coordination. The Assembly, in turn, will contract with Scientific Analysis Corp. of San Francisco, a non-profit research firm, for day-to-day administration, including management and public analysis.

Engine Specs

SAC, in turn, will contract with International Research and Technology, Inc., of Arlington, Va. The technologists will prepare specifications for bids from engine suppliers, check the installation of the engines and conduct technical testing.

As part of their participation, SAC will take public attitude surveys and make a motion picture covering the entire project history.

Coordinated planning sessions are expected to get underway in April, with six months devoted to system selection, design of test and procedures.

STEAM AHEAD — Modern steam plants to be installed in two District buses will be far different from that in the handsome Doble DeLuxe, built at the Doble Emeryville plant in 1924. Owner Bernard Becker of Walnut Creek, who's been "in steam" 42 years, looks at boiler under hood.

In the latter part of the year, District personnel will be checked out on operations and maintenance, during a three-months "test track" program. The steam engines themselves will be thoroughly tested during this time for safety and capabilities.

The two steam-powered District buses then will go into regular service, operating on East Bay lines and across the bridge to San Francisco.

The use of modern steam engines to power public transit vehicles was proposed by Assemblyman John F. Foran, chairman of the Assembly transportation committee.

He said testimony before his committee indicated steam engines are smaller, lighter, require less maintenance, are virtually noiseless, odorless and smog free. They also offer the potential of tremendous power and acceleration, along with economy.

POLICY MAKERS—Members of the AC Transit Board of Directors gather for the administration of the oath of office to re-elected directors by Superior Court Judge Norman A. Gregg, right, of Contra Costa County. From left are Directors William J. Bettencourt, William E. Berk, William H. Coburn, Jr., John McDonnell, Ray H. Rinehart, E. Guy Warren and Robert M. Copeland. Seated as result of their re-election by voters last November were Directors Berk, Coburn and Rinehart.

Approval given to service changes

Additional buses will be added to heavy-used lines next month, to accommodate a growing family of riders.

Improvements include:

Doubling of bus service on Solano Ave. in Albany during afternoon and evening hours and on week-ends by extending additional Line F transbay trips from The Alameda to San Pablo Ave.

Addition of a bus to intercity express Line 34AC, cutting traveling time for Castro Valley commuters and riders in East Oakland and San Leandro.

Scheduling of new trips on transbay Lines S-Southgate-Palma Ceia, Line N-MacArthur Blvd. Additional buses were added Feb. 17 to Line E-Claremont and Line L-El Sobrante service.

Service Additions

Buses also will be added to Line 91-Sleepy Hollow Ave. and Line 91A-California State College in Hayward.

Proposed discontinuance of combined Saturday service offered by Line 46-Arthur St. and Line 87-Maxwell Park was postponed for further study and report in 60 days after residents petitioned against the move at a public hearing.

Revenue per mile from service has been averaging 7 to 8 cents, while costs per mile range from 75 to 80 cents.

After review by Directors, some early and late trips on Line 68-Garvin-Barrett Aves. in Richmond and El Cerrito were curtailed because of lack of patronage.

Hollywood hasn't called yet, but a group of District workers have aptly proved they can "turn it on" once the television cameras start to roll.

The workers played roles in a television commercial which showed the irritating problems involved in riding in a "car pool" compared to the relaxing travel offered on an AC Transit bus.

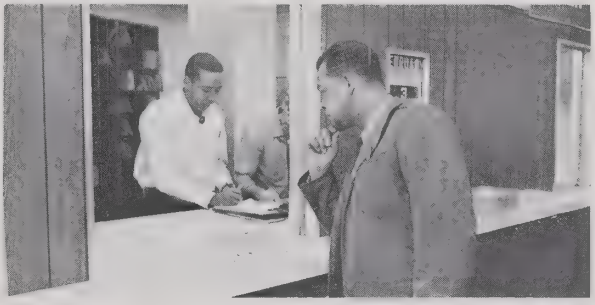
The result was so natural and effective, the commercial was picked for a second place award in national competition held by the Television Bureau of Advertising. Some 540 entries were judged in the contest.

Screen credits for the production go to Zada Malinak, E. Sam Davis, Fred Clarrage, W. T. Gauer, along with E. A. Towers and John F. Larson, who since have retired. H. D. White claims honors for directing.

The commercial was shown on KTVU, Channel 2 last year.

Improvement program Brightens efficiency And "face" of facilities

NEW LOOK—Off-duty drivers Ausbon McCullough, William T. Draper and Edwin Westcott, from left, try pool table at Emeryville Division. New shoe-shine machine brightens shoes for Cuney Clemons, right, before he goes on duty. Picking up transfers from dispatcher A. L. Lemons is A. L. Gibson. Gilley room got a total "re-doing."



Modernization of facilities was proceeding this month, as part of a District project of improving operating working conditions and efficiency at divisions and offices.

A complete "face-lifting" of the gilley room at Emeryville Division was the first major improvement for the bus drivers' "ready room" since the District went into operation.

New offices were provided for dispatchers and timekeepers. Lockers and locker storage were refurbished. Tables and chairs were refinished, with padding added to seats. A new, dropped ceiling, with recessed lighting, was installed to improve appearance and use of the room.

The operators also now have a coin-operated pool table for off-duty recreational use and vending machines, which include two for soft drinks, one for hot drinks, one for candy, another for cigarettes and a new machine for pastries. A shoe-shining machine was set up to aid operators in maintaining their "spick and span" look.

The overall program will include improvements to other gilley rooms, maintenance facilities and offices, including the Transbay Transit Terminal.

Retirement ahead for old-timers

Some of the District's "old-timers" — old enough to remember when kids used to soap street car tracks — are among those who have taken their pensions.

Between soaped tracks and pine needles, *S. J. Wolfe*, 62, of 5034 Fairfax Ave., Oakland, has some pretty slippery memories of when he was "out in front" on the street cars between 1943 and '48.

"But I always got the car stopped—and my cap back down on my head," Wolfe remembers.

After the cars were turned into the barn for the last time in 1948, he became a bus driver.

Wolfe, off ill since July, liked every year of his work, hopes now to do some traveling — "by bus."

W. D. Norman, 65, of 3843 Coolidge Ave., Oakland, with over 43 years in his cap, figures he's done about enough driving and somebody else can take the wheel. He started driving in 1927, after two years as a conductor on the cars.

"We had every variety of bus then — Yellows, Whites, Fords, Dodge, Rios, Fageol, Pierce-Arrow — name it and we had it."

The "Golden Wheel" award winner for September, 1968, Norman was honored as the first operator to tally 20 years without a chargeable accident.

Norman, who made his last run on the 63 line, plans to catch up with yard work now — "and no driving."

For *C. A. Balch*, 55, who started as a bus driver with East Bay Transit in May, 1941, retirement brought a switch in homes from Pacheco to a spot on the Willits Road outside of Fort Bragg, and a chance at some fishing.

Before he turned in his brass he gave four grandchildren from San Jose their first ride on a bus. A trip to North Carolina to see other grandchildren is in the offing.

G. W. Marshall, 59, of 4989 Shafter Ave., Oakland, who reluctantly gave up driving when he lost the sight of one eye, is hoping he may have a chance to build on a lot in Lake County. He went to work on the one-man cars in 1935 and 16 months later, became a brakeman at the Key pier.

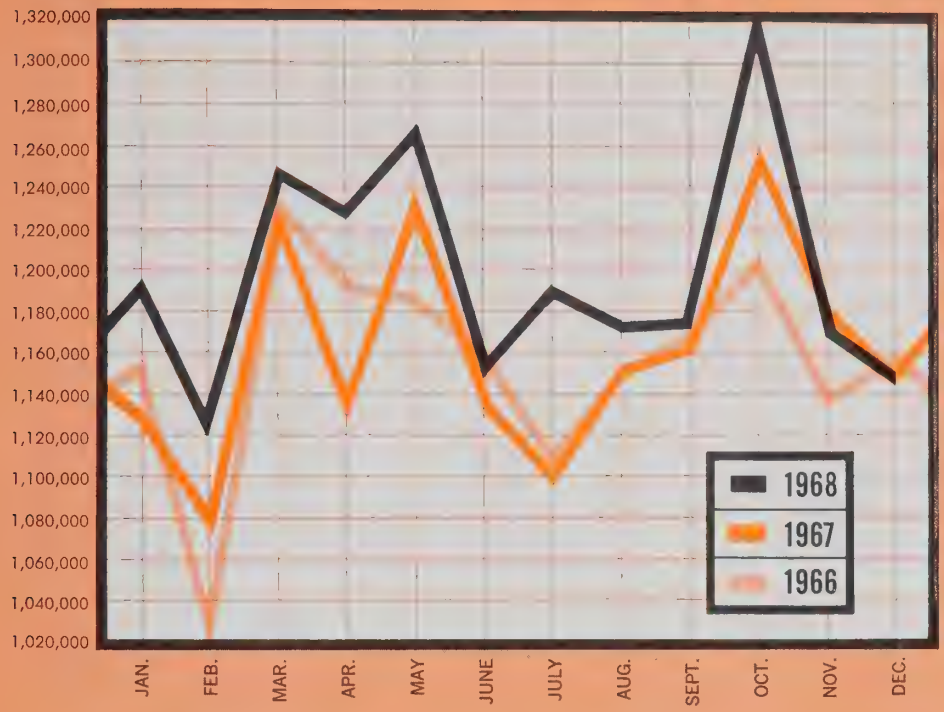
Marshall became a bus driver in 1940 at Emeryville Division and spent five years on Line 42.

A. E. Ross, 67, veteran mechanic, left in January after an "all out" retirement party. Ross, of 2219 Sacramento St., Berkeley, had a coffee-cake party at work, then was guest of honor at a nighttime surprise party attended by "the whole department."

He became a maintenance department worker in 1943, and was in charge of the unit room at the time of retirement. He plans to remodel a cottage.

A LOT OF SERVICE — Over 128 years of bus driving are represented by veterans who received retirement pins from Dale Goodman, transportation superintendent, Emeryville Division. From left are: S. J. Wolfe, Goodman, G. W. Marshall, W. D. Norman, and C. A. Balch. Years of service ranged from 25 to 43.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Passenger revenue holds steady

Business activity leveled off in December, with passenger revenue showing a slight increase, boosted by a growth in transbay riding.

Fare box revenue totaled $1,144,878, up $2,197 or .19 percent over year-ago revenue of $1,142,681. Revenue on East Bay lines was $655,268, down 1.57 percent over revenue of $665,727 collected in December, 1967. Transbay income totaled $489,610, an increase of 2.65 percent over year-ago revenue of $476,954.

Commute book sales came to $195,395, up 16.1 percent compared to sales of $168,267 for the same month in 1967.

The number of passengers riding District buses totaled 4,171,728, a decrease of .86 percent compared to the year-ago riding count of 4,207,782. Riding on East Bay lines showed a decrease of 1.26 percent, while transbay lines showed growth of .23 percent.

Operation costs for the month totaled $1,454,581; an increase of $130,504 or 9.86 percent over year-ago expenses of $1,324,077. The District operated 2,010,122 miles of service, an increase of 81,033 miles or 4.20 percent above December, 1967 mileage of 1,929,089.

Total income of $1,590,927 covered operational costs and depreciation, but left a deficit of $51,613 in meeting full bond debt requirements.

The transit industry nationally indicated a riding decrease for the month of 3.62 percent.

Love blooms on a bus

Romance rides on Line S schedule

Cupid has been riding a regular schedule between San Francisco and Hayward. As result, Judy Keller and Robert Fullerton, both 20, plan to be wed.

The couple met August 7 on the Line S-Palma Ceia bus that leaves the Transbay Transit Terminal at 5:22 p.m. They've been commuting together since.

With engagement plans in the offing, Judy and Robert became the District's first "Valentine", receiving a "heart full" of candy and best wishes from one of their drivers, Richard B. Hilton, 45, 24323 Willimet Way, Hayward.

Because they consider it their "theme", they also received a copy of the "Win a Wife" illustration used in a District advertising campaign.

Judy is the daughter of Mr. and Mrs. Morris M. Keller of 25805 Calaroga Ave., and Robert is the son of Mr. and Mrs. Clyde Fullerton, 1064 Sumarta St., both Hayward.

After marriage, they plan to live in San Leandro — near a bus line "of course."

BUS ROMANCE—Driver Richard B. Hilton gives a "heart full of candy" and the District's best wishes to Judy Keller and Robert Fullerton.

Court asked to judge On claims for reward

A municipal court has been asked to decide who gets the $2,000 reward offered in connection with the robbery and shooting of bus driver R. P. Livingston on June 10.

Three claimants are seeking the money, according to an action for judgement filed in Oakland-Piedmont Municipal Court by AC Transit and Amalgamated Transit Union, Division 192.

The district and the union each offered $1000 reward for information leading to arrest and conviction of Livingston's assailants. Subsequently, Lawrence Mosley, 22, was arrested, convicted on a robbery charge and sentenced to 15 years in State prison.

Listed as claimants were:

David Brannam, 2119 Carleton St., Berkeley, witness to the crime, who identified the suspect and testified in court.

Mrs. Odessa McElwee, 6610 Dover St., Oakland. mother of the convicted robber, who cooperated with the police investigation.

Livingston, of 9959 Gibraltar Rd., Oakland, victim of the attack.

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Transit-Times

Vol. 11 No. 9 March, 1969

AC TRANSIT

Rides on air

Personal transit vehicle tested

Actions of the Board

At an adjourned regular meeting Feb. 26, the Board of Directors:

• Authorized General Manager to attend executive conference of American Transit Association and manager of Purchases and Stores to attend purchasing conference, on motion of Director Coburn.

* * *

At a regular meeting March 12, the Board of Directors:

• Authorized advertising for bids for operator's uniform shirts, on motion of Director McDonnell.

• Approved attendance of Manager of Maintenance at National Fleet Owner Conference and to accept maintenance efficiency award, on motion of Director Coburn.

• Adopted resolution setting forth District policy relative to urban transportation financing in Bay Area, on motion of Director Bettencourt. (See story, Pg. 3)

• Adopted resolution pertaining to financing of new buses, on motion of Director Rinehart.

• Approved appointment of Touche, Ross, Bailey & Smart to perform audit for 1968-69 fiscal year, on motion of Director Rinehart.

Transit team to plan BART-airport link

A study team was at work this month tackling one of the most significant new developments in East Bay public transit - a high-speed, express link between Metropolitan Oakland International Airport and the future Bay Area Rapid Transit system.

The task force is working to prepare a plan of study for developing transit services which would link the airport with the BART station near 77th Ave. and San Leandro St.

Transit link

The link also could provide access to BART from the Coliseum complex, nearby hotel and motel developments and the expanding industrial complex along Hegenberger Rd.

Fast public transit service between the airport and the BART station would place much of the Bay Area — including San Francisco — at the doorstep of the Oakland airport, according to studies made by BART.

Traffic projection indicate the Oakland Airport's current 1.8 million air passengers annually will increase to 12 million by 1975 and to nearly 24 million by 1980.

AC Transit also is interested in studies concerning improved access between the airport and East Bay areas which could not be effectively served by a BART-airport link.

Of further District interest are plans for interim airport service pending construction and operation of the ultimate transit link with BART.

Participating in the study group are representatives of BART, AC Transit, the Port of Oakland. City of Oakland and Coliseum management. Invited to join is a representative of Alameda County. Attending sessions as an ex-officio member is State Sen. Lewis Sherman (R-Berkeley), member of the Senate Transportation Committee and chairman of a sub-committee on airports.

Drivers top safety goal

It was coffee and doughnuts "on the house" for Emeryville and Seminary Divisions this month as operators topped the February safety goal. At Emeryville, the tally was 13,124 miles per accident, while at Seminary, drivers won with 13,661 miles.

State aid sought for mass transit

The State of California should participate in the financing of urban mass transportation, just as it does for highways.

This policy of AC Transit's Board of Directors, concurred in by other area transit agencies, was before the Bay Area Transportation Study Commission (BATS) this month as a matter of vital importance to the public and the transit industry.

BATS is scheduled to make recommendations to the State Legislature with respect to the future of Bay Area transportation financing, planning and operation.

A resolution adopted by the board urges the State Legislature to give full thought to providing a mass transit fund similar to that provided for highways. The provision should be made on a statewide or regional basis, the resolution declared.

The people should be permitted to determine relative merits of expending public funds for mass transportation, as well as for highways and other forms of transportation, the resolution stated.

Mass transportation facilities cannot continue to accomplish their role by relying on fares and the local taxpayer—and until such time as there is major state-wide tax reforms—other means of financing urban mass transit must be found, directors said.

Such financial assistance should be on a continuing and on-going basis, available to all who operate transit, whether it's intercity, feeder or local service.

State aid needed

William J. Bettencourt, the District's representative on BATS, said transit properties no longer can rely upon fare box revenue or the Federal government alone to support systems of transporting the public.

"The State must take local transit into consideration and help with financing, just as they do with highways," he declared.

District expenses higher than estimated

A report on the first seven months of operation has shown District expenses running $209,809 higher than originally projected.

Continued passenger growth, with revenue from other sources, may help offset the financial deficit, directors were advised this month.

The District is operating on an estimated budget of $19,748,000 for the current fiscal year.

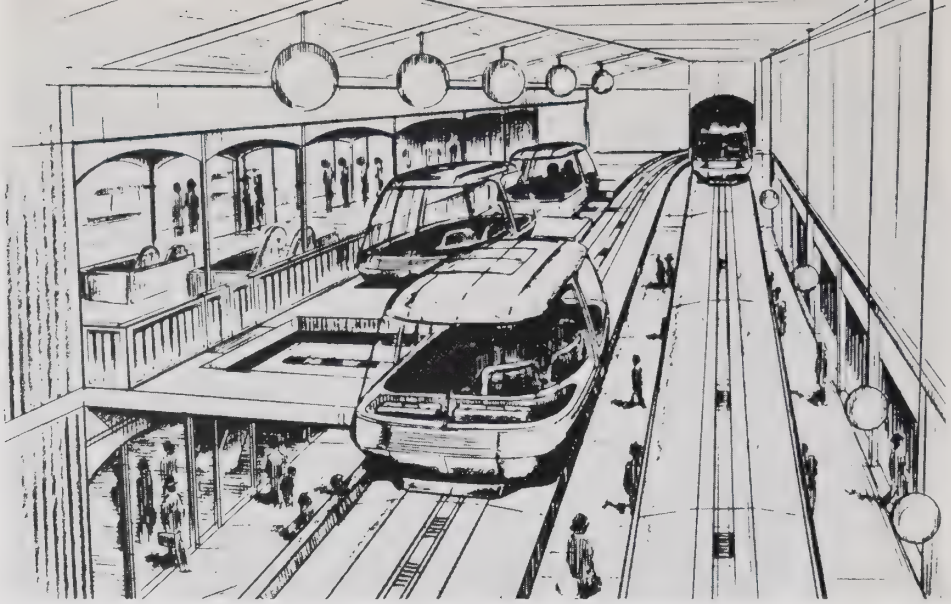
Expenses have increased beyond early estimates, with labor costs jumping slightly higher than anticipated, Alan L. Bingham, general manager, reported. Unusual non-recurring items, such as expenses of inaugurating "Ready Fare" plan and settlements of several heavy claims were other contributing factors, he added.

Exceptionally adverse weather, protracted over a long period of time, also has been a factor, Bingham said.

Ray H. Rinehart, chairman of the finance committee, noted that under terms of the collective bargaining agreement with union workers, additional wage increases are scheduled this year and every means will have to be explored into ways of raising additional funds.

Increasing wage costs have not kept pace with growth in passenger revenues, although the District showed one of the highest riding increases in the nation in 1968.

Bingham told directors management already is at work on estimates for next year's budget, including an analysis of the fare structure and ways of providing additional revenue.



FUTURE TRANSIT? — Vehicles, using air cushion pads for support, could operate on guideways in this fashion, moving laterally for docking.

Personal transit vehicles, running automatically on guideways, may offer solutions to transportation needs in almost every East-Bay community and urban area.

Howard R. Ross, manager of advanced planning at Transportation Technology, of Warren, Mich., appeared before the Board of Directors this month to describe a low-cost distribution and collection system which offers privacy, security and imaginative convenience.

His presentation was in line with District investigation of future mass transportation potentials.

A system under test at the Transportation Technology facilities since last October involves small vehicles using air cushion pads for support and suspension, Ross said. Propulsion is provided by linear induction motors, which have their energized portion in the guideway.

Ross said it already is possible to design, build and operate self-contained, family-size vehicles, which have nearly all the characteristics desired in a personal transit system.

Larger capsules, carrying up to 20 to 24 passengers, could be designed to mix with small vehicles, to handle a greater number of riders during rush hours. During off-peak periods, the privacy and security of a personal capsule would be available.

Such systems could be designed now for campuses, such as California State College at Hayward and University of California, Ross declared.

It could be utilized to link Metropolitan Oakland International Airport with the Bay Area Rapid Transit District's Coliseum station and the Coliseum complex. Or it could be used to provide transportation from neighborhoods or communities to BART stations.

It can move people about in central business districts, running in and out of buildings. Or it could be effectively used in industrial parks or in shopping centers.

Ross, former staff member at Stanford Research Institute, said one of the nation's first tracked air cushion vehicles, a five-passenger unit, has been tested on a guideway at the Transportation Technology Michigan facility. Plans now are underway to entend the track several times its present length of 200 feet.

Two systems which have been under study are considered near to "technology maturity," Ross added.

One consists of vehicles traveling on

Personal transit

A revolutionary new concept to challenge the wheel

scheduled, 40-second headways in a loop, with deterministic arrival, loading and departure times. The vehicles could operate singly or in trains. Loops could be designed to serve individual needs, the speaker said. Total system cost was estimated at about $1,000,000 per one-way mile for the application studied.

The other study involved a low speed personal transit system—which could become a high speed system.

It includes a unique docking maneuver where vehicles move laterally from a siding onto a short spur for loading and unloading. Passengers could enter at will, pick out their destination and be automatically ushered into the guideway, docking again at the end of their trip.

The result would be personal transportation, with security and privacy, in a public transit system, Ross declared.

Design-wise, it is possible to think of vehicles carrying as few as two passengers or as many as 200. Speed can range from 30 miles an hour to 160 miles an hour—or more—in advanced systems.

The sled-like vehicles are noiseless, with no air-pollution or vibration. They offer low maintenance, can negotiate grades up to human comfort, present a low profile and are attractive. Guideways could be in a subway, at ground level or elevated, Ross said.

Because there is no contact between the air-supported vehicle and the guideway, wear is minimized and construction costs are considered low.

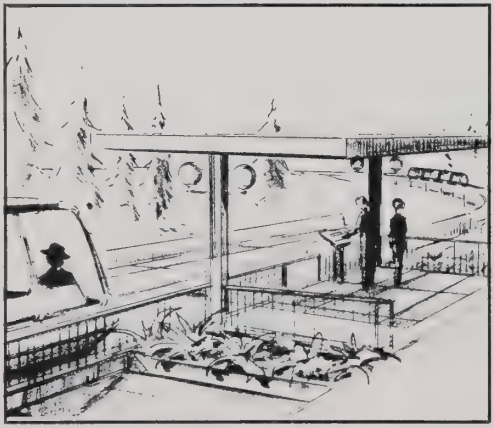
Linear motor

Use of linear induction motors for electric propulsion provides a "rugged simple unit with few moving parts," Ross said. He described the linear motor as "in the nature of a rotary, squirrel-cage motor which has been split down the middle and s t r e t c h e d out horizontally."

Transportation Technology, a division of the engineering architectural firm of Sverdrup & Parcel, was organized to design advanced systems of ground transportation. A major part of their resources has been focused on p e r s o n a l rapid transit as the concept with the greatest long-range potential.

Ross said they expected to have a system operating in a year or two.

FAMILY SIZE — *Test vehicle, shown below, was designed to carry five passengers. but could be scaled upward or downward. In simulated system, passengers would select designation, board a vehicle and travel non-stop to desired point.*



The road ahead

Retirement lures workers to new interests

Mexico has reached out a sunbeam — and a fishline — and snared *H. L. Parsons,* 59, of 295 Jayne Ave., Oakland, whose retirement as a bus driver will be effective April 1.

Parsons, who has been on sick leave, went to work as a conductor on the trains in 1945. Two-and-a-half years later he became a motorman and traveled across the bridge until the trains rolled into the yard for the last time.

He's remained on the bridge, however, as a bus driver, spending most of his time on the C and E lines.

Parsons has made a number of trips to Mexico in his camper and plans to take off again, after he and his wife sell their home — fishing and following the water. And soaking up the sun.

C. E. Kassing, 65, of 1458 Madison St., Oakland, retiring at the same time from Emeryville Division, expects to continue managing an apartment house and enjoying his hobby of woodworking.

A driver on bridge lines for the past 18 years, he came on the property as an operator in 1945, after driving bus in Nebraska.

J. D. Hammond, 61, is leaving his home at 1550 - 162nd Ave., San Leandro, to move to Exeter, near Visalia, with his retirement effective May 1.

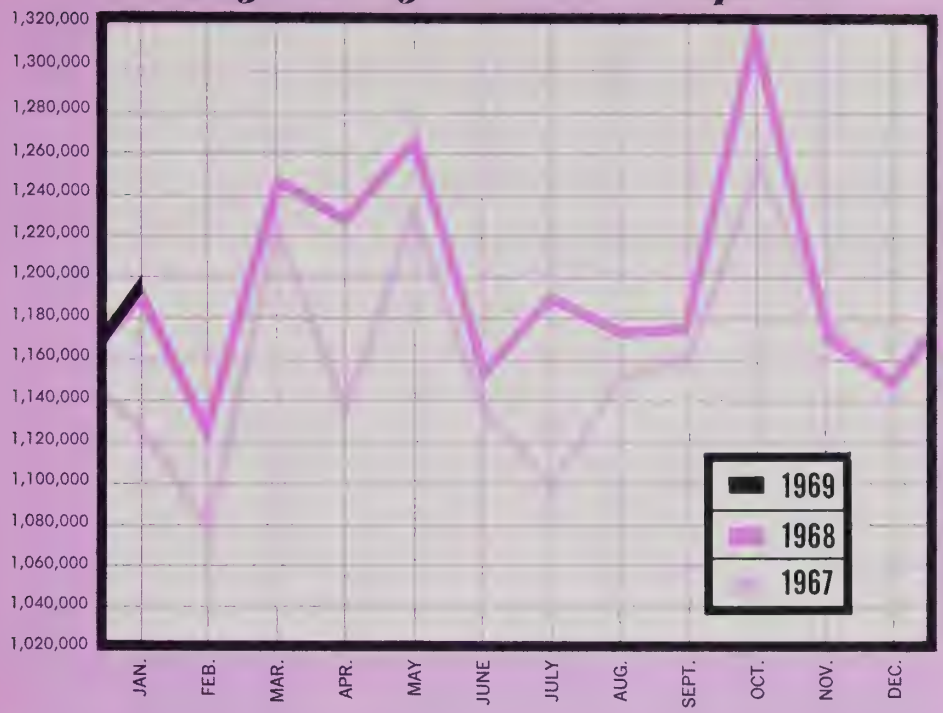
Hammond came to work as a bus driver in 1942, left for five months and returned in 1943. He has been driving out of Seminary Division.

"I'm going to see my United States," is the plan of *Lazaro "Larry" Martinez,* 65, upon retirement from the maintenance department at Emeryville Division.

Larry, who lives at 5422 Walnut Street, Oakland, plans to start with trips around California and some "picture taking" and then expand his travels. He went to work in 1945, on the tracks, and moved into maintenance as a mechanic in 1946.

"Facelifting" of Facilities continues

MODERNIZATION — *A District-wide program of inproving facilities included a "new look" for claims department reception room at general offices, making work more efficient for Arlene Stever. Walter Malek takes "measure" of redecoration planned at Transbay Transit Terminal ticket office.*



Fare box revenue shows slight gain

Passenger revenue showed a slight increase in January, strengthened by a continuing growth in transbay riding.

Income from fare boxes totaled $1,191,304, *up* $7,145 *or* .60 *percent over passenger revenue of* $1,184,159 *collected in January,* 1968. *Revenue on East Bay lines was* $666,549, *down* 1.84 *percent over year-ago revenue of* $679,063. *Transbay income totaled* $524,755, *a boost of* 3.89 *percent compared to year-ago figures of* $505,096.

Commute book sales for January came to $232,595, *a* 12 *percent increase over sales of* $207,615 *totaled in the same month, a year ago.*

Passengers carried showed a decrease of 2.64 *percent, with a total of* 4,362,395 *riding District buses during the month as compared to a riding count of* 4,480,643 *in January,* 1968. *Riding on East Bay lines was down* 3.86 *percent, while transbay lines showed a growth of* .65 *percent.*

Operation costs for the month totaled $1,522,616, *up* $121,785 *or* 8.69 *percent over year-ago expenses of* $1,400,831. *The District operated* 2,080,-781 *miles of service, an increase of* 32,793 *miles or* 1.60 *percent over mileage of* 2,047,988 *in January,* 1968.

Total income of $1,640,325 *covered operational costs and depreciation, but left a deficit of* $70,408 *in meeting full bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 3.78 *percent.*

Our 'Stockholders' Write

As I visit other urban areas, I am increasingly aware that Oakland is most fortunate to have a transit system which maintains the quality of service and benefits which our people receive from AC Transit.

I congratulate you upon your achievements during this past year and your innovative plans for the future. You have established a respect from professional colleagues in other cities but of more importance to us is the fact that this esteem prevails among your customers in Oakland . . .

On behalf of the City Council, I wish to extend compliments to your board and to your staff for their excellence . . .

John H. Reading, Mayor
City of Oakland

* * *

Having driven a car almost half a century and having once covered automobile races, I have an affinity for competent drivers. Which brings me to the purpose of this letter, to compliment one of the AC Transit bus operators. A woman. (*Dorothy Faria*)

She . . . has a charming smile and personality and is exceptionally popular with the regulars who patronize that particular bus day after day.

. . . Incidentally, for many years I regularly drove my auto to and from work at the Tribune. Since establishment of the No. 33 express line to and from Alameda, the car is languishing in the garage. This new fast system is splendid. Its creator is to be complimented . . .

Alan Ward
Oakland Tribune

* * *

. . . I work in Jack London Square and take the No. 34 bus home in the evening. I am becoming very irate at the bus drivers who persistently pass up the stop at First and Broadway. They take a large sweep of the corner at First and cannot be bothered stopping. I realize they are trying to make time in the anticipated traffic, but I too, am trying to get home . . . Last evening I was passed up three times. I am only one of the thousands who patronize AC, but we make the jobs for these lads . . .

Mrs. E. Hunter
Oakland

(*We are most anxious to correct any such situation. The matter will be investigated and operators re-instructed to avoid any repetition. — Ed.*)

* * *

I would like to comment on the extreme courtesy of one of your bus drivers. His name is *E. F. Bryden* . . .

This driver's courtesy to young, old, crippled and blind is something I feel should be told. He is so kind and considerate of each one. It is a pleasure to ride on his bus . . .

Mrs. Alice Heizenbuttel
Hayward

Death comes to former workers

Garfield Martinez, 66, of 624 Mangels Ave., San Francisco, pensioned from Emeryville operating department April 1, 1968, died Dec. 25. He went to work as a motorman in 1945 and pulled the last B train from Trestle Glen to the yard when the trains went off in 1958. He switched to bus driving at that time.

Adolph A. Meseke, 68, who retired at the same time as his boss, T. P. McLean, April 1, 1967, from Seminary Division, died last Dec. 29. He worked on the trains as conductor and motorman from 1945 until 1958, spent most of his bus driving time on the Dutton line in San Leandro. His home was at 5439 McLaughlin Ave., Newark.

Richard C. Stambaugh, 66, of 3128 63rd Ave., Oakland, pensioned Sept. 1, 1963 from Seminary, died Dec. 1, 1968. He entered service in 1924 as a conductor, transfered to brakeman in 1930, became a bus driver in 1932 and a supervisor in 1943. He returned to driving in 1944.

Charles V. Green, 89, of 4141 39th Ave., Oakland, one of the "old-timers" in Key System transportation, died January 17. He started at Central Division May 1, 1911 and was pensioned from the transportation department, Division 5, Nov. 1, 1947.

William C. Jenkin, 84, of 45 Galloway Dr., Concord, another veteran, who entered service March 4, 1912, and retired April 1, 1957, died on Feb. 18. He commenced working at Western Division, was promoted to inspector in 1941 and returned to bus driving in 1949, working out of Emeryville.

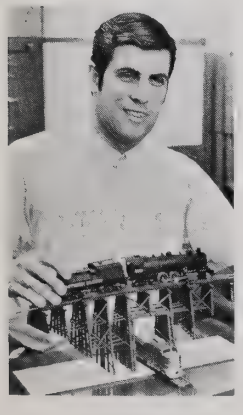
George K. Bowman, 78, 2948 Carmel St., Oakland, died Feb. 20, a little over 13 years after he was pensioned from the transportation department, Division 1, as a towerman. He started work July 5, 1922, at Western Division, transfered to the mechanical department in 1923 and became a towerman in 1929.

B. H. Van Dyke, 83, pensioned in 1949 as a trainman, died Feb. 22. He entered service in 1915 at Eastern Division, transfered to Central and then to Division 1. His home was at 873 Castlewood Dr., Los Gatos.

If you want to buy a train, see Bob

Others have hobbies, Robert L. Goforth, 26, leadman in Kardex Control in Purchases and Stores department, is considered a "tycoon."

Bob buys and sells "railroads," an outgrowth of what happened when he found himself with 66 model railroad engines and 400 model train cars — and only one garage for a network of rails.



Goforth started on his hobby of building train equipment as a youngster—and at a time when he could only buy one piece of track at a time. He keeps a few trains running now for his own children, but he's enlarged his interest to include collecting fixing and bartering in anything that deals in "railroadiana."

"Trains are not for kids," according to Bob. "It's a grown-up hobby and you have to know your field. There are thousands of known model railroaders—and some of them are beating a path to my door, looking for that rare something to add to a collection."

"I try to find it."

Bob, whose own cars are H.O. scale, electrically powered, makes his home at 926 Curtis St., Albany. He has worked in stores since Oct. 1962.

Steam bus To roll again

NEW STEAM ENGINE — Industrialist William P. Lear shows a mock-up of the steam-powered engine he proposes for use on District buses.

Passengers will be taking part in the most advanced study of its kind in the nation when they step aboard an AC Transit bus powered by a steam engine early next year.

But it won't be the first time East Bay riders have sampled steam powered street transportation.

A bus, with a steam power plant, operated briefly on the streets of Berkeley 40 years ago—and some residents remember taking a ride.

General Motors ordered the bus "evaluated for a test," according to William Besler, one of the men whose work with steam development goes back to the days when the Doble Steam Motor Co. of Emeryville was turning out the "finest steam cars ever made."

Steam in Berkeley

A Doble engine was installed in a coach and the bus operated over Key Route lines on Ashby Ave. and in North Berkeley, Besler remembers. Passengers were carried and the bus operated a week or two, but nothing came of the experiment.

Buses actually have been running on a head of steam since the early 1800's, Besler reports.

Over a century ago, they were ruled off the highways of Britain because their speed frightened horses. A law was passed which required a little boy to run ahead of the bus, waving a flag. That ended that phase of transit, although buses had been making scheduled runs at the unheard of speed of 15 miles an hour.

When the first steam-powered bus glides out of Emeryville Division to participate in a government-sponsored test of a potentially more economical, more attractive and smog-free public transit vehicle, it will be traveling over well-steamed territory.

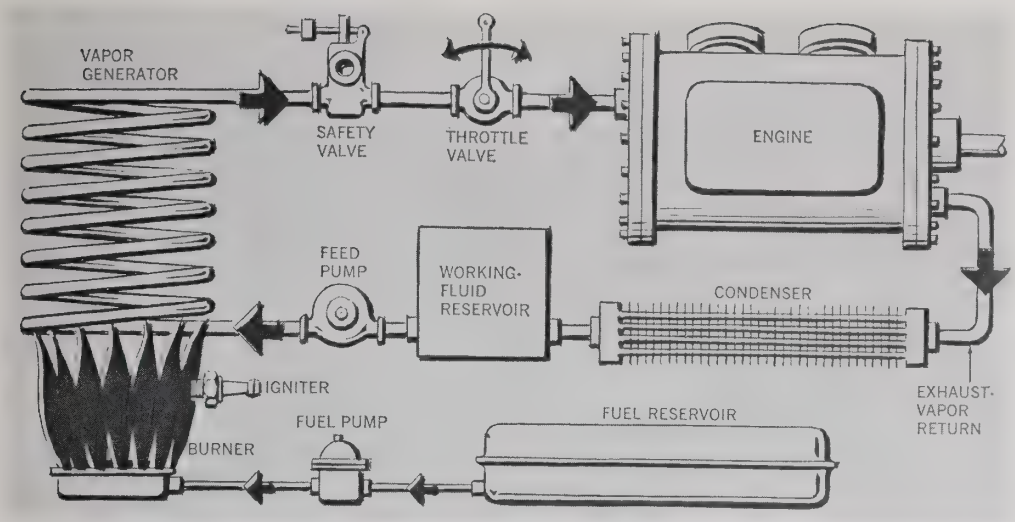
The former Doble plant is an Emeryville neighbor, five blocks away at 4053 Harlan St. This was the home of the famous "Rolls Royce" of all steam cars, the Doble DeLuxe.

Newspaper reports on the first public performance in July, 1923, attest to the power and capabilities of the Doble. It shot up the Oakland Ave. hill east of Grand Ave., then reversed itself under power, scattering crowds at the bottom.

It did everything it was supposed to, illustrating "perfect control and quick pick-up."

The speed proved too much, however, for the p a s s e n g e r, Police Sgt. Jim Flemming.

As he eased his 300 pounds out of the machine, the newspaper account quotes



THE MODERN VERSION — Typical "modern" steam engine has water tube generator with fire around it — unlike the Stanley Steamer of earlier days, which had fire tubes heating a boiler of water. Condenser turns exhaust steam back into water. Photo reprinted courtesy of Popular Science Monthly (c) 1968 *by Popular Science Publishing Co. Inc.*

this declaration:

"Mr. Doble will have to drive alone. I would make too much of a splash if anything happened."

Besler and other veterans of steam power are working at the site of the Doble plant now, putting a steam plant in a car, under a contract with General Motors.

Involved in the project is Bernard Becker of 3241 Rodgers Ave., Walnut Creek, who owns a Doble DeLuxe—car number 14—and who went to work at the Doble plant as a welder in 1927.

He worked on the boiler on the first steam plant installed by the Detroit Motorbus Company just after he went to work.

The company's experience with the first bus was so "phenomenal and so vastly improved over standard equipment," a second steam power plant was ordered.

Passengers wondered why the company didn't order more steam buses, a report on the project stated.

The next two years finally may provide an answer.

Installation of steam engines on two AC Transit buses and two coaches of the S.F. Municipal Railway will highlight a two-year experimental project, first test of its kind.

The test already has been funded by a $450,000 federal grant made to the California State Assembly.

Government representatives are putting their weight behind the program, which may lick air pollution and provide more efficient public transit.

Top research experts and technologists will be involved in the test. The two transit properties will be contributing equipment, maintenance and personnel. Reports and analysis will be made.

Scientific Analysis Corp. of San Francisco, who will be contracted with by the State Asembly for administration and public analysis, plans direct contact with customers riding steam-powered buses.

Passenger understanding and acceptance of the unconventional propulsion system is as important as operating results, according to Kerry Napuk, researcher and economist, who will act as project manager.

District welcomes new Chief trial attorney

Dennis Boaz, 29, joined the District this month as chief trial attorney and to also work in the field of labor relations.

Boaz, of 5010 Manila Ave., Oakland, graduated from the Boalt School of Law at University of California in 1965 and previously worked in the District Attorney's office in Contra Costa County.

Dennis Boaz

An avid handball and tennis player, Boaz also is an ardent skier — a family sport enjoyed by his wife, Mona, a medical technologist, and his son, Jeffery, 10.

All is not law and sports in his background, Boaz admits. He's also worked as a dockhound and as a "bouncer".

Transit-Times

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Moving?

To get Transit Times send your name and new mailing address to the District's executive offices, 508 16th St., Oakland 94612. Be sure to include your old address — city only. It's the only way the change can be made.

Bouquets handed out by news columnists

Two newspaper columnists gave pats on the head last month to AC Transit.

Henry J. Kelliher, in his column, "Henry Sez", in the Neighborhood Journal, circulated in East Oakland, answered his own question:

"How often do you see a broken down AC Transit bus?

"The first I can recall in months was a dead one being worked on out on East 14th St. a couple of nights ago. As a former Army Transportation and Maintenance officer and knowing full well the problems and difficulties of keeping hundreds of vehicles on the road I can only compliment the service personnel of AC Transit for a tough job being well done."

* * *

Bob Kahn, in his "Pro and Kahn" column in the Orinda Sun, commented in this fashion on further District two-way radio installations:

"These installations — plus the willingness on the part of the drivers to involve themselves in events around them — are resulting in community service that is far-reaching. The number of stories of "good deeds" and the apprehension of "wrong doers" is growing each week."

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Transit-Times

Vol. 11 No. 10 April, 1969

New buses join fleet

INSTITUTE OF TRANSPORTATION STUDIES
APR 21 1969
UNIVERSITY OF CALIFORNIA

Actions of the Board

At an adjourned regular meeting Mar. 18, the Board of Directors:

• Approved operation of a sightseeing tour in 1969, on motion of Director Bettencourt. (See story below)

• Approved service improvements to Lines 56-C, 67, 68, 79, 90-92 and 93A, with other revisions, including rerouting of intercity express Line 31 in downtown Oakland, on motion of Director Bettencourt. (See story, Pg. 4)

At a regular meeting April 9, the Board of Directors:

• Awarded contract for furnishing long and short sleeved uniform shirts to Oakland Pants Factory, on low bid of $4.34 and $3.83 respectively, on motion of Director Coburn. (See story, Pg. 8)

• Accepted report of Legislative and Land Committee, reviewing legislation of interest to District, on motion of Director Coburn.

Buses arrive to meet equipment needs

The first of 45 new buses rolled into service this month, putting extra "Spring" into the District's fleet.

Delivery of 30 coaches, earmarked for March, was being made as fast as freight cars could be rounded up for the cross-country trip.

As the buses arrived, they were assigned to Seminary Division for service on high mileage 80 lines.

In turn, 10 of the larger "new look" buses were being released for use on Line 57 — MacArthur Blvd. and 20 for transbay service.

With delivery of the 30, the District will have a fleet of 686 buses, 447 of them "new look."

Another 15 buses are on order for Fall, bringing the count to 462.

The initial delivery will permit the first major retirement of older equipment since the last gasoline-powered buses were sent to pasture in 1965.

A $589,025 federal grant, awarded at the beginning of the year, covers half of project costs of $1,178,050, including the 30 buses and pending purchase of 160 radio units, with other equipment necessary to link the coaches into the present two-way communications system.

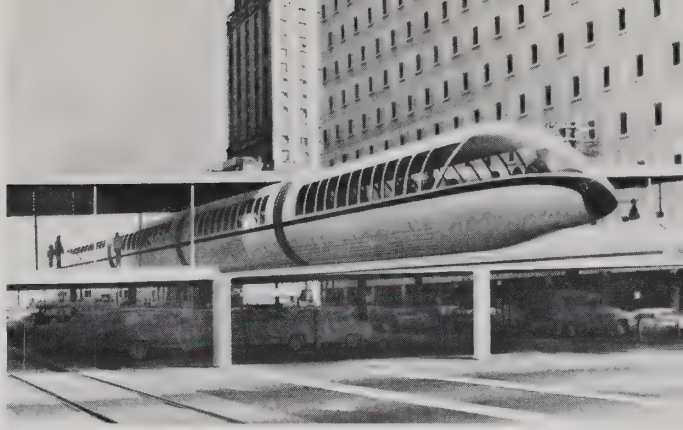
The second order, at an estimated cost of $514,800, will make up the "slack" which occurred last year, when the District purchased only 15 buses pending projections on future equipment requirements.

Sightseeing tour to Show scenic East Bay

Visitors and residents again will be introduced to attractions of the East Bay in a sightseeing tour scheduled by AC Transit for the summer.

Tour buses will operate from June 15 to Sept. 1, traveling through Oakland, Alameda, Piedmont and Berkeley.

It will be the third year in a row for the scenic project, operated in cooperation with the Oakland Chamber of Commerce as a community effort to bring visitors to the area.



WINGLESS AIRPLANE — The supported monorail, depicted in this artist's concept, is among travel modes suggested for use in the East Bay. This design makes use of a median strip in a downtown area.

Monorail developments described

East Bay commercial and transportation centers, including Bay Area Rapid Transit stations, could be linked by lightweight trains, traveling on a flexible, supported monorail system, AC Transit directors were told this month.

The system could make use of median strips and existing rights-of-way to provide relatively economical and efficient transit to downtown areas, industrial parks, campuses and BART stations, according to a presentation made by representatives of Universal Design Ltd., of Miami, Fla.

Automatic Couplers

The trains, looking much like "wingless airplanes", could have automatic train couplers and computer control, according to designs now in the fabricating stage", according to C. D. Phipps and E. F. Darnell. The firm already has designed and constructed a number of small monorail systems for expositions and amusement parks in different parts of the country.

The presentation was the latest in a series arranged by the District to establish the East Bay as a "transit laboratory" for testing and evaluation of new modes of transportation.

The monorail, supported by slender concrete or steel piers which require a minimum amount of land space, was depicted as economically feasible for areas of medium population density, contemplating feeder operations to a rapid transit system.

Particularly, it would provide a highly efficient, coordinated connection between Oakland International Airport, the BART coliseum station and the coliseum complex, the speakers said.

The firm presently is involved in developing a larger system as a joint venture with Westinghouse Air Brake Co., which would be responsible for the automation, Phipps said.

Automatic train couplers would permit cars to be coupled or detached in a matter of seconds, substantially decreasing time and manpower costs in the making up of trains, he added.

Computerized control would be a key factor in providing fast and efficient service.

Under development is a switching mechanism that would be effective from the car, eliminating any movement in the structure itself.

A 30-passenger car now being manufactured could operate over a system singly — or coupled in trains — carrying 6,000 to 12,000 persons an hour, according to Phipps.

The cars are powered by electricity and can negotiate a 12 percent grade and attain speeds to 80 miles an hour. Pneumatic tires assure a quiet and smooth ride. The air-conditioned trains feature a round shape, described as simple to manufacture, offering the least resistance for maximum inside space.

New service for family of riders

Buses rolled into new neighborhoods this month, bringing the first transportation to an area west of East 14th St. in East Oakland and boosting service to the Kaiser Hospital complex in Hayward.

Improvements, approved by the Board of Directors, included rerouting and extending Line 56C-85th Ave., to link Tassafaronga Village, San Antonio Village, Lockwood Gardens and Palo Vista with business districts and main trunk line service.

Additional service for the hospital complex was provided by extending Lines 90-Santa Clara Ave., Line 92-Calaroga Ave. and Line 93A-Hesperian Blvd., giving south county residents direct transportation to the complex.

The hospital already was served by Line 91-Tennyson Rd.

The addition resulted in 30 minute service from downtown Hayward on week-days and Saturdays and hourly service from San Lorenzo and Hesperian Garden areas during the week. The improvement also provided connecting service for residents of Washington Manor, Bonaire and Floresta Gardens, avoiding a long, round-about detour.

HELPING HAND—Driver H. R. Voss offers an "assist" to Mrs. Martin Brouns, 5169 Proctor Rd., Castro Valley, taking advantage of new bus service to Kaiser Hospital, Hayward. Voss helps with Martin Jr., 4, while Mrs. Brouns takes care of Garrett, 1. Christopher, 6, manages on his own.

An additional early morning trip on Line 93A was delivering students to Chabot College in time for 8 o'clock classes.

Richmond, El Cerrito and Albany commuters heading for the upper Broadway and Kaiser Center areas were saving up to 10 minutes in traveling time as result of a change in routing for Line 31 intercity express in downtown Oakland.

Instead of entering the downtown area at 6th St. and Broadway, the express was making use of MacArthur and Grove-Shafter Freeways to travel via 27th St. to Telegraph and Broadway, providing faster and more convenient service for a majority of riders.

Other improvements included:

- Four additional stops on Line R-Fairway Park express, on East 14th St. at 170th Ave., 167th, 164th and on 164th at Helo Dr., for convenience of Ashland commuters.
- An additional morning and evening extension to Line V-Skyline Blvd. for commuters in the Sequoyah Rd.-Hansom Dr. area.
- Extension of two morning trips on Line 79-High St. to Mecartney Rd. and Verdemar St., Bay Farm Island, for early morning workers and students.
- Addition of five new buses to Line L service to accommodate increased patronage from Richmond, El Sobrante and San Pablo areas.
- Two new morning trips were added to Line K-Havenscourt and a new evening trip added to Line R-H Dutton Ave., keeping pace with continuing growth in commute travel.
- Steady increase in "park and ride" commuters switching to public transit resulted in addition of third new schedule to Line E-Claremont Ave.

Champion bell ringer Turns out own models Of cable car memory

If the East Bay should have a cable car again, much like it did 80 years ago, there's one transit veteran who can ring the bell with a champion's "rapid fire technique."

Anthony Campagna, 70, of 4320 Nevin Ave., Richmond, who worked as a conductor on the cable cars in San Francisco for 37 years, was champion bell ringer in 1956 — and has his own bell in his garage to keep in practice.

He has a double interest in the District's consideration of having a cable car bus built to boost charter revenue and revive a cherished and historical form of transit.

Campagna makes model cable car lamps as a hobby, exactly duplicating the cars he worked on for almost four decades. His son-in-law, A. W. Duboise, is chief clerk at Richmond Division and has his own interest in District feasibility of producing a replica of the cable car which operated on Broadway and San Pablo Avenue between 1886 and 1897.

Along with being "Muni Man of the Month" in the same year he was judged the best of bell ringers, Campagna was honored in 1962, playing a prominent role in a San Francisco celebration. For one week, he was the conductor on a restored "Iron Horse" — a street car of 1912 vintage — and collected the five cent fare of memory as it traveled over the C car line.

Campagna started to work in 1917 on United Railroads, but moved to Oakland in 1918 to work on the San Francisco and Oakland Terminal Railways.

HISTORIC HOBBY — Anthony Campagna, retired cable car conductor, makes his own models now, in replica of cars he once knew.

It was while he was on the Park Blvd. line that he met the girl who became his wife.

"I don't know whether it was him or his uniform," Campagna's wife, Nell, admits. "Anyhow, we've celebrated our 50th wedding anniversary."

Campagna remembers Oakland fares had just been raised from five cents to six cents and "everybody said they would walk — but most people keep on riding. I also remember when we went on strike for an eight hour day — we were working 10 hours at the time. We were out 11 days — but we didn't get what we wanted. We got a small raise and went back to work for 10 hours a day."

Campagna went to work on the California Street Cable Company in 1920 and remained in San Francisco until retirement in 1964. He's been making his own fleet of cars since.

Richmond tops safety goal

Richmond Division drivers collected coffee and doughnuts this month with a tally of 13,287 miles per accident, beating a safety goal of 13,100 miles.

Veterans say good-bye to work

Louis A. Cooper, 74, the "walkingest" man on the property, has retired from the building maintenance department, but not to a welcomed rocking chair.

"I've got to find me something to do, as soon as I feel a little better," Cooper admits. "It's hard to sit down after 47 years of working."

Cooper walked track for over 27 years, inspecting every inch of Key System rails. Most memorable of all, he walked the Bay Bridge from the day the first train ran on Jan. 15, 1939 until the last train crossed in April 1958. When they took away the trains, he learned to drive a pick-up truck and had been "driving in style" since.

Cooper never missed a day away from the job until December, when he realized he "just had no get up and go."

A doctor discovered the reason. Both Cooper and his wife had pneumonia.

After a spell in the hospital, Cooper took the doctor's advice to stop working and "take it easy for a while."

Cooper was active in veterans affairs and for a number of years, took a "busman's holiday", drilling and blowing a bugle on off hours, after walking miles of track in the day time.

"It was all the same gait," he explained. "I didn't get tired. I just lost my 'blow' when I lost my teeth."

Mexico, with its excellent fishing, has beckoned to another transportation veteran, *L. F. Driver,* 1325 Via San Juan, San Lorenzo.

Driver, 61, on sick leave because of an old back injury, can travel in his camper "if I don't have to drive too far." He's been going to Mexico for 18 years and plans to return.

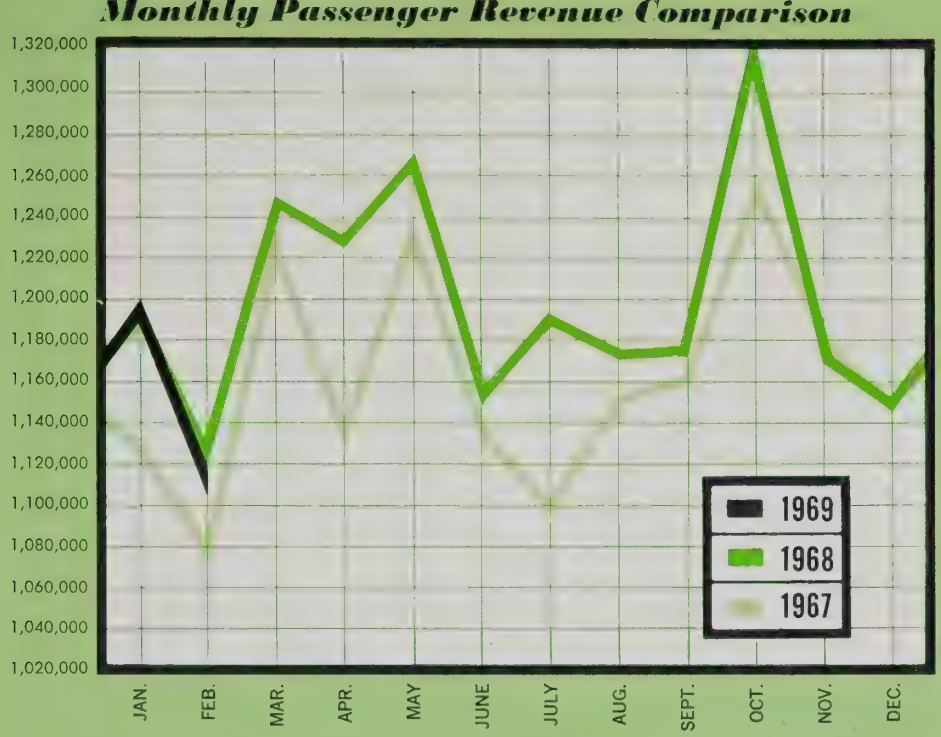
A former motorman on the trains, Driver switched to buses in 1958 and worked out of Seminary Division. He started with Key System in 1945.

S. M. Nichols, 65, who was shot in a 1961 hold-up, but returned to driving, is retiring from Emeryville Division June 1. He went to work in 1945 on the trains and moved over to buses when the trains stopped running. He kept to a familiar route, however, driving the bridge on transbay lines. His home is at 1948 Marin Ave., Berkeley.

N. R. Delacour, 58, also retiring from Emeryville, worked as a conductor on the trains before becoming a driver in 1958. He had military service in the air force during World War II.

Delacour lives at 3810 Ardley Ave., Oakland.

TIME OUT — Lazaro "Larry" Martinez, center, left, retires after party at Emeryville maintenance department. Louis A. Cooper, right, hangs up coveralls for last time.



Business activity shows decrease

Fare box revenue and riding showed a decrease during February, although passenger revenue on transbay lines continued its growth pattern.

Rider revenue totaled $1,105,210, *a drop of* $13,729 *or* 1.23 *percent compared to revenue of* $1,118,939 *collected in February a year ago. Revenue on East Bay lines was* $617,597, *a decrease of* 4.18 *percent over year-ago revenue of* $644,529. *On transbay lines, fares collected totaled* $487,613, *up* 2.78 *percent over income of* $474,410 *for February,* 1968.

Commute book sales for February totaled $209,805, *an* 11.2 *percent increase over year-ago sales of* $188,614.

Passengers carried during the month reached 4,036,866, *down* 4.46 *percent compared to the count of* 4,225,516 *made in the same month in* 1968. *East Bay riding showed a decrease of* 5.83 *percent, while transbay riding was down* .76 *percent.*

Operation costs during the month totaled $1,374,328, *an increase of* $43,044 *or* 3.23 *percent over costs of* $1,331,284 *for the same month a year ago. The District operated* 1,896,439 *miles of service, a decrease of* 5,769 *miles or* .30 *less than mileage of* 1,902,208 *operated in February,* 1968.

Total income of $1,549,980 *covered operational costs and depreciation, but left a deficit of* $12,965 *in meeting full bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 5.37 *percent.*

Contract awarded for New uniform shirts

Some 850 bus drivers, with two or more years of service, will be eligible for annual replacement of one summer and one winter shirt effective June 1, under terms of the labor agreement.

Contract for supplying the shirts was awarded to Oakland Pants Factory, 1940 San Pablo Ave., pending approval of legal qualifications. The low bid was $4.34 for the long-sleeved, heavier shirt and $3.83 for the short-sleeved, lighter shirt. Total cost to the District was estimated at approximately $6,800.

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A TOP JOB — For the seventh consecutive year, AC Transit's equipment maintenance received national recognition, winning the Fleet Owner Maintenance Efficiency Award for 1968. In selecting winners, judges considered the high level of maintenance performance attained at a cost consistent with demands for the type of service performed. A. R. "Tony" Lucchesi, manager of maintenance, who accepted the award at the annual National Fleet Owner Conference, shows the plaque to Noel White, left, and Hilton Gartman.

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Transit-Times

Vol. 11 No. 11 May, 1969

AC TRANSIT

Excursion to Rio Vista

A chance to meet old friends

Actions of the Board

At an adjourned regular meeting April 23, the Board of Directors:

- Authorized District employee to attend Department of Transportation middle management training course, on motion of Director Coburn.
- Referred Fremont resolution, asking participation in transit feasibility study, to Project Development Committee and authorized General Manager to continue meetings with city representatives, on motion of Director Warren.
- Authorized attendance at ATA regional conference, on motion of Director Coburn.
- Directed discontinuance of special baseball service to Oakland Coliseum from Alameda, downtown Oakland and El Cerrito, on motion of Director McDonnell.
- Adopted resolution relating to continuation of studies, planning and records of Bay Area Transportation Study Commission, on motion of Director Bettencourt.
- Approved service changes affecting Lines 46-87, 90 and 93A, on motion of Director Bettencourt.

* * *

At the regular meeting May 14, the Board of Directors:

- Declared surplus 31 older model buses and authorized sale to highest bidder, on motion of Director Coburn.

Ready Fare plan wins safety award

Employees of the District have been given recognition for pioneering and implementing the Ready Fare plan of riding, which took monetary stock off buses, eliminating a cause for robberies.

The award, presented by the California State Compensation Insurance Fund, notes the exact fare plan has reduced the incidence of injuries and death.

Such achievement awards usually are given to individuals and groups and rarely to organizations, according to William Morris, district manager.

"But when AC Transit was faced with a serious problem, it developed and implemented an unusual program," Morris pointed out. "It was resolved by direct action to eliminate the problem. As a result, the District met its objectives in reducing assaults and robberies, while attaining efficiency in other areas."

AWARD—Board President William E. Berk, right, accepts award from William Morris.

Steam as power source

Fight against air pollution has put steam in foremost position to replace power sources for cars, buses and trucks, according to Roy A. Renner, engineer.

Renner, technical engineer for the government-funded steam bus project, told the Board of Directors technologies of the nuclear and space industries have made possible development of steam vehicles which can compete favorably with those powered by gas.

Specifications for steam plants have been sent to potential vendors, G. M. Taylor, project manager for the District, told the Board.

Delivery of new Buses send older Models to pasture

TRAIL'S END—First of older-model buses to be retired since 1965 rolls into coach yard last time with driver Morley F. Baker, Jr.

With 30 new buses on the property and another 15 due for early delivery, the District has been able to make the first retirement of older equipment since the last gasoline bus went out of service in 1965.

Thirty-three of the venerable "work horses" are being retired, after carrying East Bay riders for 22 years.

First bus to roll to the end of the trail was No. 1806, which had worked out of Seminary Division since 1947, transporting riders from southern Alameda County and East Oakland. In latter years, the older buses have rolled only in peak hour service on busy transbay lines.

The retired models are being pastured at Richmond Division, where they will be sold at a later date. All are 45-passenger models, with an average of 750,000 miles in operation.

They were acquired when the District purchased facilities of Key System Transit Lines and commenced operations on Oct. 1, 1960.

With 45 new buses being added to the fleet, the District will have 700 coaches, 462 of them "new look."

How to save the easy Way by buying bonds

Employees were reminded this month they can save money "painlessly" and with great convenience under the U.S. Savings Bond program operated by the District.

Workers pick any amount they want and it's deducted from wages automatically, building toward the purchase of the savings bond. An authorization card from the worker is all that's needed to participate in the plan—or to boost the amount now being deducted for those already putting aside something for the future through the savings plan.

Excursion to railroad Museum to mark ninth Anniversary of District

Save a date in the fall—when the hay is in—as the Bay Area Electric Railroad Association might say.

To commemorate the ninth anniversary of the date when AC Transit went into operation—Oct. 1, 1960—a family excursion is being planned to the California Railway Museum, operated by the association at Rio Vista Junction in Solano County.

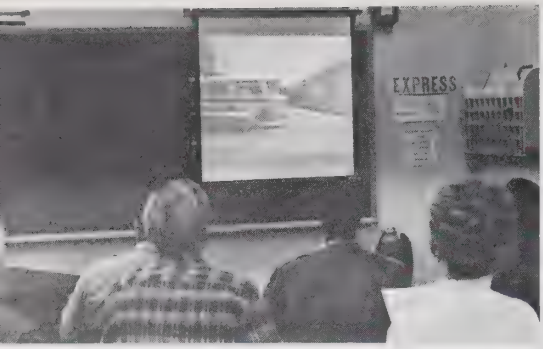
The public is invited. So are present employees and retired workers, who will find a Sunday trek to the museum a chance to meet old friends.

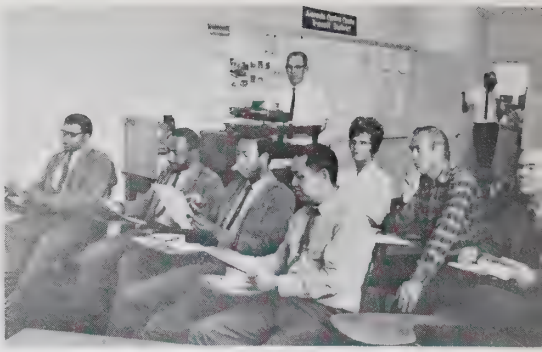
The circle of friendship will include Key System equipment of memory: two bay bridge trains, two street cars and working units.

Some of the cars will be running and everybody will have a chance to ride—and to remember.

Details will be announced later, but it will be a day for lawn picnics, for climbing on and off equipment and for admiring the railfans who have saved a part of electric railroad history.

Cover photo is from collection of Harre Demoro, railway historian.





ACCURATE REPORTING—Viewers on the left have just seen a simulated accident on the screen, start of the District's new program in accurate reporting. Same class, at right, considers answer sheet for selection to posed questions on "what to do?" Drivers and supervisory personnel are taking the course.

New accident reporting program

A training program on accurate accident reporting sent bus drivers and supervisory personnel back to the classroom this month for a course designed to save employees time and trouble and to aid the District in handling claims.

The teaching method, new to the transit industry, makes use of coordinated slides and taped information to illustrate basic steps to follow in reporting each accident.

During the one hour and 45-minute program, listeners work on reporting a simulated accident, seen on the screen.

Slides illustrate steps to follow, showing the driver's job when an accident occurs. Students learn what material they should have on hand and what to do in order of importance, starting with writing the license number of the other vehicle on the palm of the driver's hand. Each step, including taking care of injured parties and calling Central Dispatch, is visually illustrated.

Listeners have answer sheets to put down selections to taped questions, then hear and see what the correct answer should be and why.

DOT to conduct executive training course

Joseph P. Priolo, 29, accounting supervisor in the General Offices, will be the first District representative to take part in a new management training program sponsored by the U.S. Department of Transportation as an aid to nation-wide improvement of transit.

The two-week course will be given in Andover, Mass., to 22 applicants from across the country, chosen for instruction that will assist them in qualifying for advancement and supply a working understanding of management responsibilities.

If the course is successful, other District employees will be recommended for instruction, according to Alan L. Bingham, general manager.

Priolo, of 2914 Dublin Dr., South San Francisco, came to the District in March, 1968, after five and a half years with the San Francisco Police Dept., in the Bureau of Special Services and Intelligence.

He is a graduate of Sacred Heart High School, and City College of San Francisco and took his bachelor of arts degree in business administration at San Francisco State. He is the father of four children, including a boy born May 8.

Youngsters get a fair pitch from driver

Just about everybody may worry about kids and the troubles they can get into, but Lonnie Abner, 44, bus driver now breaking in as dispatcher at Seminary Division, took it a step further.

"I inquired down at Madison Junior High School in Sobrante Park to see if there just wasn't something I could do."

The "something" made Abner a student supervisor for five months and has put him into a baseball uniform.

Even though he has no youngsters of his own at the school, he's an active member of the Madison Dads Club and the pitcher for their baseball team.

"Are we any good? Well, for sore muscles is about all. We lost a lot of games last year—we were third from the bottom. But we'll be in there playing again this year — in the Dads Club League," Abner declared.

The driver, 45, of 609 Citron Drive, Oakland, has grown children and a seven-year-old grandson, but it was all youngsters he was thinking about when he offered his help.

As a student supervisor, Lonnie said he "kept the kids out of trouble and in step. I had some bad times, but nothing critical. Things were pretty much under control."

"We probably wouldn't have any problem at all, if more parents would cooperate."

Lonnie's baseball team played the seventh, eighth and ninth grades in one memorial game. This time they won, 13 to 9.

Abner, a bus driver since 1960, is chairman of the supervisory committee of the AC Transit Credit Union.

FOR KIDS — Driver Lonnie Abner keeps "pitching" to help teen-agers.

Bus operator drowns In boating tragedy

Funeral services have been held for Howard Wales, 46, of 607 Via Manzanas, San Lorenzo, veteran District driver, who was drowned April 20 during a fishing trip with fellow workers.

The tragedy occurred in rough water off McAvoy's Harbor in the Sacramento River after a wave capsized the men's 16-foot motorboat.

Wales clung to a floating ice chest for a while and other fishermen tried to throw him a life jacket, but he was unable to reach it.

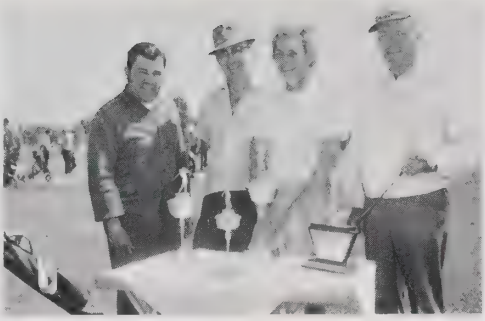
Supervisor Duke Christian, 50, of 2368 Montgomery Ave., Concord, was able to swim to a nearby buoy.

Instructor Charles Rush, 49, 16238 Maubert St., San Leandro, hung on to the legs of his son, Bruce, 31, who in turn clung to the boat. The three were picked up by other boaters.

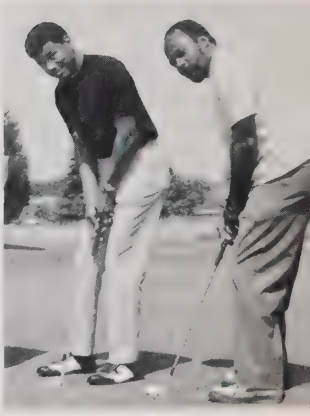
Wales, who disappeared before the rescue, was the father of five children. He had been a bus driver at Seminary Division since 1953, and had been working on Line 64-23rd Ave.

District tees off with tournament

General Manager Alan Bingham, left, congratulates Ray Holmes, center, and Richard Bent.



Admiring trophies at first official AC Transit golf tournament are, from left, Joe Galindo, Les Minear, Alice Perkins and Lester Roadabush. Workers from all divisions took part in match.



Johnie Paulding, Jr., left, and Walter Anderson, practice putting.

Waiting turn are, left to right, Dave Rodrigues, Herb Hunter, L. L. McDonald.

Ready to start are, from left, Dick Jerome, Eddie Vigil, George Akers, Bob Goforth, all from stores department.

Starting times are checked by, from left, James Davis, Tony Lucchesi, Hal Davis.

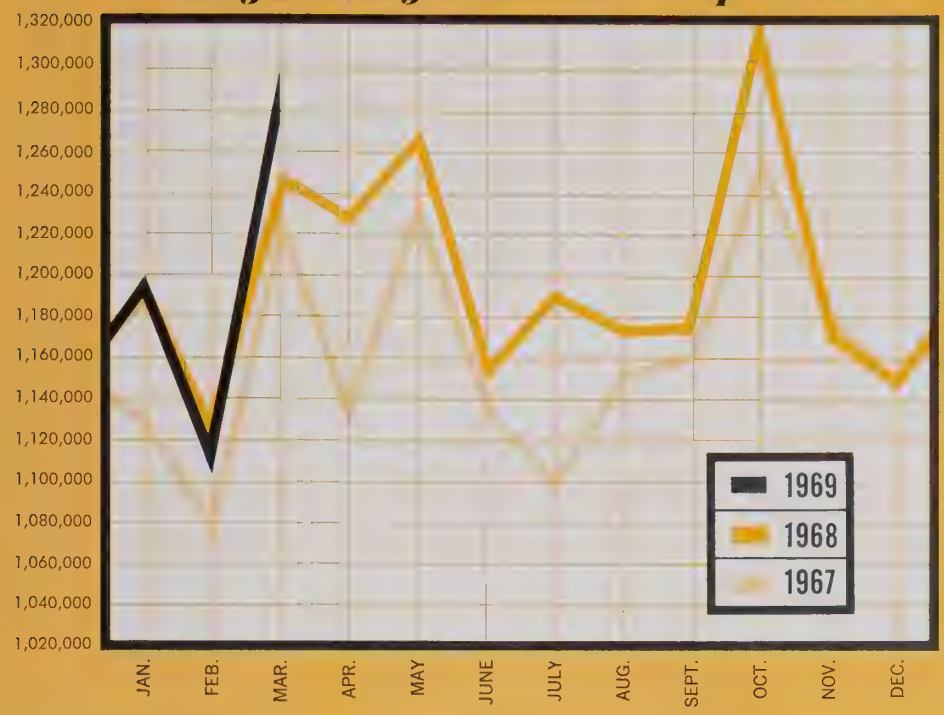
Bus drivers and other District personnel proved they were good at more than one kind of driving this month when they teed off at Skywest Golf Course in Hayward for an annual tournament.

A dozen teams participated in the match, with executives—including John McDonnell, member of the Board of Directors—pitting their golf skill against operators and maintenance men. One woman driver, Mrs. Alice Perkins, was among the swingers.

Winner of the first place trophy was Amos Blackman, driver from Emeryville Division. Second place went to Al Lawrence, driver from Seminary Division, while third place trophy was collected by Gary Thomas, Richmond Division.

A perpetual trophy went to Blackman's division for having the player with the best round.

In charge of the event were A. R. "Tony" Lucchesi, Dick Jerome, Les Minear and Joe Galindo.



Revenue on upswing during March

Fare box revenue moved into the black in March, with an increase in income on both East Bay and transbay lines. The number of passengers carried showed a slight increase for the month, as compared to March, 1968.

Rider revenue totaled $1,280,115, *up* $43,545 *or* 3.52 *percent over year-ago income of* $1,236,570. *On East Bay lines, revenue was* $711,678, *up* 1.39 *percent over revenue of* $701,903 *for the same month in* 1968. *Transbay revenue continued to increase, with a total of* $568,437, *up* 6.32 *percent compared to revenue of* $534,667 *for March of the previous year.*

Commute book sales for March totaled $224,837, *a boost of* 10.9 *percent over year-ago sales of* $202,697.

Passengers carried during the month totaled 4,636,075, *up* .46 *percent over the count of* 4,614,683 *made in the same month in* 1968. *East Bay patronage held steady, with a decrease of* .52 *percent, while transbay riding was up* 3.08 *percent.*

Operation costs during the month totaled $1,509,873, *up* $89,738 *or* 6.32 *percent over year-ago costs of* $1,420,135. *The District operated* 2,087,442 *miles of service, an increase of* 41,507 *miles or* 2.03 *percent more than mileage of* 2,045,935 *operated in March,* 1968.

Total income of $1,750,669 *was sufficient to cover operation costs, depreciation, and bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 2.37 *percent.*

Retired workers plan Life of leisure, fun

Thirty years of driving have hardly taken the edge off for *Elmer Klingler*, 66, retired from Richmond Division.

He and his wife are leaving in their camper to travel "which ever way the wind blows," starting with Wyoming or Canada. They live at 5412 Esmond Ave., Richmond.

Klingler went to work in July, 1939, as a bus driver and well remembers his first run on the Ashby Ave. line with Al Werta, then the only instructor.

"As Al was walking aft, a little white dog ran out in front of me. I hit the brakes and threw him full length in the aisle.

"He said it was a good thing I missed the dog, though," Klingler recalls.

Known as "L Line Klingler," he's been at Richmond since ferrying buses to the division when it opened in '47.

Bass fishing will occupy the time of *Frank Butorovich*, 62, who is moving to a mobile park at 28807 Pluto, Hayward, after working 27 years as a body repairman. Frank, who has his own 19-foot boat, expects to enjoy leisure "without yard work" and more time to fish. He went to work in the Emeryville shops in 1942 and after moving around a bit, worked his last few years at Seminary.

Frank Butorovich

Transit-Tales

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Pete Paulson, 57, lost no time in leaving the unit room at Emeryville Division to open his own shop for "rock hounds" at Williams, Ore.

Paulson reports the fish are jumping out of the water so fast he hasn't had to use a rod—and rocks apparently are waiting around to be polished. He went to work in Dec., 1944, at Emeryville shops.

PINNED — Elmer Klingler receives retirement pin from superintendent N. P. Alevizos.

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Transit-Times

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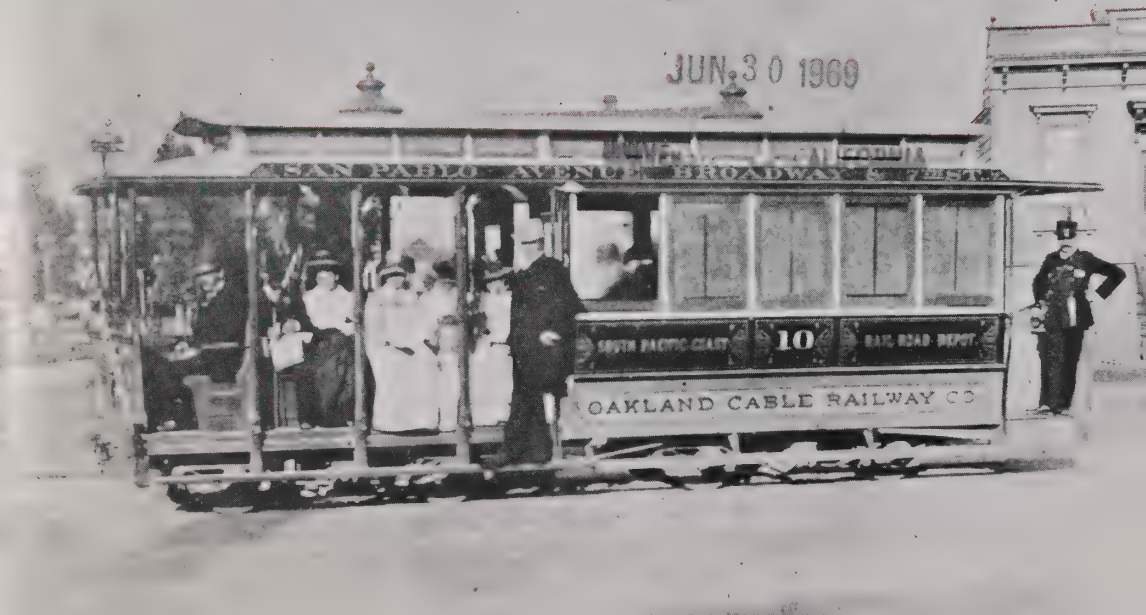
AC TRANSIT

Cable car to roll again in replica

JUN 30 1969



Escalating expenses lead to raise in Bus fares for some AC Transit riders

Escalating costs have caught up with the riding bargain long offered by the District, causing directors to reluctantly raise bus fares to meet expenses.

An "across the board" increase of five cents a ride on all adult transbay travel was approved by the Board of Directors after lengthy study. The change in fare structure will take effect July 1.

The rate for East Bay tokens also will be raised, to four for $1, instead of the present five for $1. Ticket books for East Bay riding also will sell at the new rate. Both tokens and ticket books will continue to be sold as a convenience to riders wishing to have exact fare ready.

Same cash fares

The present local cash fare of 25 cents will not be changed. Youth fares also will remain the same. Zone charges will not be affected.

Transbay riders who purchase commute books will pay $1 more for a 20-ride book, but still will receive a discount below the cash fare. Commute book fares will represent 50 cents a ride for the central zone, while cash fare for the same zone will be 55 cents.

Twenty-ride books for other zones similarly will be increased $1.

The new fare structure was approved to help meet an estimated deficit of $1,111,780 projected for the 1969/70 fiscal year.

The action discontinued a long-established rate. A 20-cent fare has been available for bus riders in the East Bay for the past 16 years. The hike also is the first increase over 50 cents for cash-paying transbay passengers since 1953. During the same period of time, consumer prices nationwide have risen almost 40 percent.

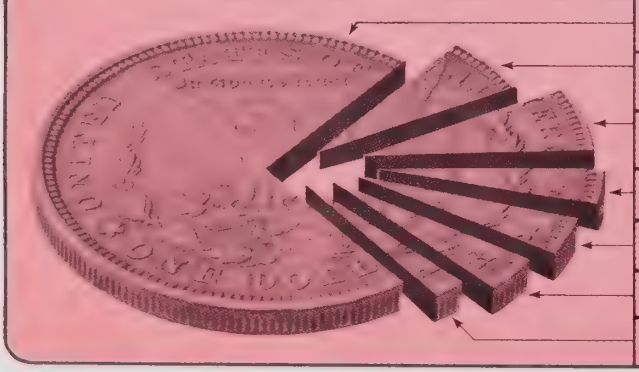
Projected budget

Expenditures for the coming year are estimated at a record high of $21,862,680. The bulk of expenses, $16,611,900 or 76 percent, is attributed to labor costs. Included are added payroll hours due to a projected increase in mileage, the 20-cent increase in hourly wages given workers June 1 and provisions for cost of living increases July 1 of this year and January 1, 1970.

Changes in fare are expected to generate an additional $903,678. The remaining net deficit of $208,102 would be met from the District's surplus account, leaving available a net surplus of $410,000.

The fare increase still leaves AC Transit's rates among the lowest among the nation's major transit properties.

DISTRIBUTION OF EXPENSES 1969/70 FISCAL YEAR



76%	$16,611,900	WAGES, SALARIES, EMPLOYEE BENEFITS, PAYROLL TAXES AND INSURANCE
5.7	1,254,200	EQUIPMENT AND BUILDING REPLACEMENT
5.3	1,168,380	MATERIALS, SERVICES AND SUPPLIES
5.1	1,114,800	REPAYMENT OF BONDED DEBT
4.3	930,500	FUEL, OIL AND TIRES
2.1	465,900	CLAIMS AND INSURANCE
1.5	317,000	BRIDGE TOLLS AND TAXES

Cable car bus to join fleet

A cable car bus will be built by AC Transit to boost revenue—and to give residents a chance to enjoy the breezy, cherished transit of 80 years ago.

Authorization for preparation of specifications and advertisement for bids was approved by the Board of Directors after a canvas of potential users indicated high potentials for a replica of the East Bay's first "wire railroad."

The cable car bus will be patterned after the original car operated on Broadway and San Pablo Aves. by the Oakland Cable Railway Co. 1886-1899.

The unique vehicle will be available for charter operation and special activities, including short sightseeing tours. It is planned for use at conventions, some athletic events, as a shopper special, during political campaigns and for social activities.

Its bright colors, attractive design, historical authenticity and charm are expected to attract groups who will look upon the ride as part of the enjoyment and excitement of "getting there."

The replica, to be built at a cost estimated under $30,000, will carry 25 seated passengers and will have inside and outside seats—including one facing forward, in keeping with the original design.

DESIGN—A cable car bus, planned by AC Transit, would follow design of first "wire railroad" car operated in East Bay.

Although original blueprints reportedly were destroyed by fire, the District is looking for early designs by the builder, Hammond Manufacturing Co., of San Francisco. The San Pablo Road was one of two cable car lines which operated in the East Bay before electric power.

Photographs of the car have been supplied by Louis L. Stein, Berkeley historian, while Roy E. Graves, author and historical collector, recalled the color scheme and details of decoration.

Support sought for public transit

The fare box, property taxpayers and Federal government no longer can pick up the whole tab for public transit systems.

Alan L. Bingham, general manager of the District, emphasized that point in speaking before the Oakland Chamber of Commerce transit committee, at an "all AC Transit" program.

"Finding ways to meet today's escalating costs and expenses is one of the gravest problems facing the transit industry," Bingham told business leaders.

"Transit properties across the country are faced with adjustments in fare structures to meet rising costs," the general manager said.

The State legislature is being urged, he added, to provide a mass transit fund similar to that provided for highways. Such financial assistance should be on a continuing and on-going basis, available to all who operate transit, Bingham declared.

"Transit properties in the Bay area, including the Bay Area Rapid Transit System, have joined together in seeking State consideration of a balanced transportation system.

"The community could well put its strength behind these efforts," Bingham said.

Heroic driver

AWARD—Driver Richard P. Pracht receives community service citation from General Manager Alan L. Bingham. At left is Dale Goodman, transportation superintendent at Emeryville Division.

Bus driver Richard P. Pracht, 48, operator at Emeryville Division, has become the first District employee to receive a new community service citation for preventing the assault of a school girl by a hooded assailant.

Pracht appeared before the Board of Directors at the May 28 meeting to accept the award from General Manager Alan L. Bingham. He was commended by directors and received a standing ovation, the first in District memory.

The driver was credited with alertness and bravery in aiding the girl, who had been thrown to the ground and held with a six-inch knife at her throat. The man ran off when Pracht backed up his bus to investigate. The driver had glimpsed the struggle from his empty bus after depositing youngsters at a school.

At the board meeting, he also received poignant thanks from the girl's father, who told directors:

"Thank God you have a man working for you who wanted to be involved. The man had a knife at my daughter's throat. If your driver hadn't stopped, her body might have been found that night and her murder would have been headlines on the front page. All I can say is thank you."

Pracht, who lives at 609 East 23rd St., Oakland, has been driving since Oct., 1962.

Green light for service improvements

Service improvements, approved by the Board of Directors, include:

- First direct transbay express service between San Francisco and University of California campus, starting Sept. 8.
- Inauguration of midday express service on Line 34C between Castro Valley-Oakland via MacArthur Freeway on Mondays and Wednesdays, starting Aug. 11.
- Extension of Line 59-C-Broadway Terrace to new terminal on Skyline Blvd., starting June 9, to accommodate residents and students.
- Operation of Line T-Treasure Island buses to new terminal on 11th St., nearside of Broadway, Oakland, effective June 8.
- Extension of service on Line 93-San Lorenzo Village to San Lorenzo Park on Tuesdays only, for senior citizens.

Operation "Bright Eyes"

All "new look" coaches will travel with headlights on during daylight hours as a safety test program. Richmond Division coaches already are rolling with "bright eyed" look; other new buses are being rewired to take part in operation.

The board also agreed to renew a special service contract with Sherwood Forest residents to carry students to classes in El Sobrante, pending outcome of annexation proceedings.

What the Editors are saying about transit

Tribune Editorial Page

It appears that inflation has finally caught up with one of the best bargains in the Eastbay community—AC Transit District bus fares.

Transit district directors are being urged by their budget committee to increase bus fares July 1 in order to meet an anticipated $1 million budget deficit.

The present local cash fare of 25 cents would not be changed nor would children's rates. But tokens would no longer sell for the discount rate of five for $1. They would be available at four for $1, or 25 cents each, the same as cash fares. And transbay fares from the Eastbay to San Francisco would rise by five cents to 55 cents for individual trips and 50 cents for commuters.

At 20 cents a ride today, an AC Transit patron is paying the same basic fare in effect since 1953. Since then, of course, the district's essential costs—labor, equipment and maintenance—have skyrocketed. Nationwide, consumer prices are up almost 40 per cent over the 1953 level.

The only options—aside from fare increases—available to the district are either increased property taxes or reduced services.

Inflation has already taken its well known toll on the property taxpayer. And, the taxpayer who also prefers private to public transportation has regularly felt the effects of inflation elsewhere —in higher automobile purchase prices, registration fees, maintenance costs and parking charges.

He could rightfully protest that no further subsidy of AC Transit costs should be asked until a realistic fare increase is shouldered by bus riders.

It is generally agreed that the present level of AC Transit service is no more than just adequate. Most regular bus patrons would quite likely prefer the proposed fare increase to any shift to a less-than-adequate level of service.

Unhappy as any cost increase is, it seems AC Transit Directors have little choice but to at long last raise bus fares.

Unlimited horizons for bus transit

A bus rapid transit system, using conventional coaches traveling in exclusive bus lanes, could handle 27,000 seated passengers an hour, according to engineers from General Motors Research Laboratories.

The high volume system, as described by Jerold W. Scheel, senior research engineer, would result in 530 buses traveling in one lane in one hour.

Other future transit possibilities, outlined for the Board of Directors by William M. Spreitzer, head of transportation research, included "Dial-a-Bus," aerial capsules traveling on a guideway and a high speed pallet system, for all types of vehicles.

Spreitzer also described automated dual mode bus systems, in which a coach would serve as a conventional bus in neighborhoods, then take to automated guideways to travel at high speed to destinations.

Buses offer "magic carpet" tour

Residents, as well as visitors, were getting a "magic carpet" introduction to the charm and atmosphere on the east side of San Francisco Bay this month as AC Transit began its summer sightseeing tours.

The tour leaves Jack London Square in Oakland daily, except Mondays, at 1 p.m. and will operate through Sept. 1.

The schedule includes a photo-taking stop at Sather Gate in Berkeley, as well as a walk around the roof gardens at the Mormon Temple.

A shoreline drive from Berkeley Marina to Oakland has been added, to give visitors a sweeping view of the three bay bridges, Alcatraz, Angel Island and the skyline of San Francisco.

The routing includes sites in Oakland, Alameda, Piedmont and Berkeley—ranging from homes and gardens to hilltop churches, the Coliseum complex, Mills College and rapid transit district construction.

The tour was previewed by patients from Oak Knoll Naval Hospital, who received a unique four-city welcome staged at a waterfront bus stop at Jack London Square.

The men were served coffee and cookies and were greeted by city and county officials, along with representatives of the transit district and of the Oakland Chamber of Commerce, which is cooperating in the tour endeavor.

TOUR PREVIEW — Oak Knoll Hospital patients receive welcome as tour guests.

Wages go up for District workers

Fatter paychecks were taken home by 1,485 employees on June 1, as wages went up for all District workers.

The pay hike for 1057 bus drivers increased 20 cents an hour, placing them among the highest paid operators in the nation.

With a new base wage of $3.91 per hour, plus a nine cent cost of living benefit, operators were taking home $4 per hour. The basic wage is exceeded only by transit properties in New York, San Francisco and Chicago.

Other union employees also received the 20-cents per hour hike. Hourly wage for Class A mechanics advanced from $4.49 to $4.69 an hour, including cost of living allowance.

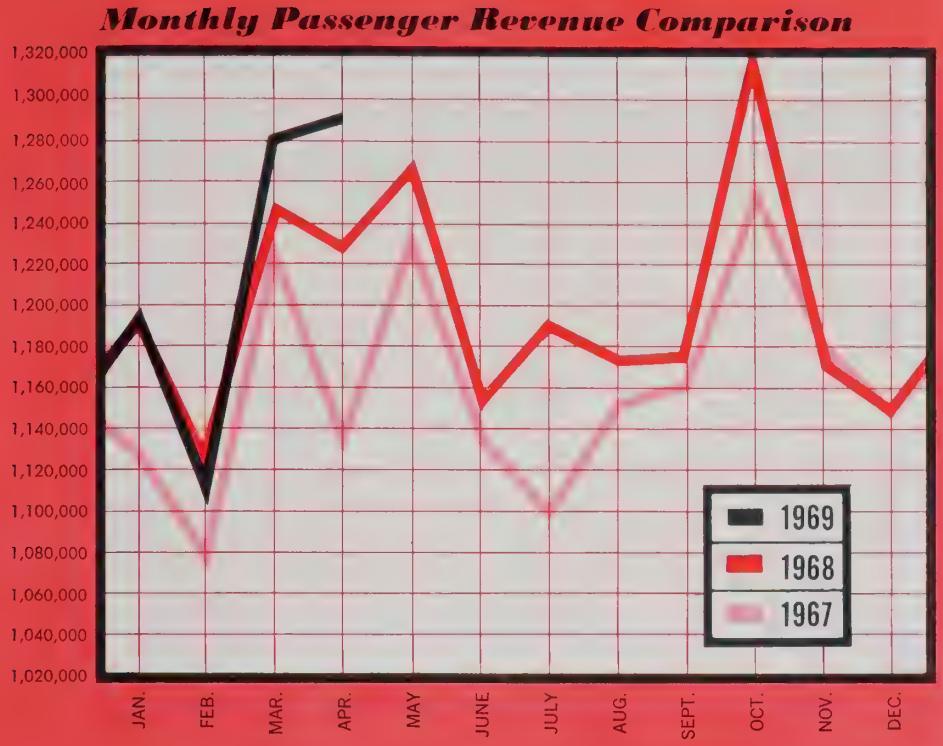
Non-union employees, who were extended the same benefits by the district's board of directors, received an equivalent increase of 5.39 percent.

It is estimated the increase in wages to district employees will total $726,468 during the next fiscal year.

A new cost of living allowance will be made on the first pay day after July 1 and a third adjustment is due with the first day pay after January 1, 1970.

Workers shared a $1 per employee increase in District paid medical plan coverage earlier in the year, boosting the District's payment per worker to $18 a month.

In addition, some 850 bus drivers, with two or more years of service, became eligible on the first of the month for replacement of uniform shirts.



Revenue, riding show gain in April

Business activity was brisk during April, with passenger revenue and the number of riders carried showing an increase on East Bay and transbay lines. Fare box revenue totaled $1,286,847, *up* $61,580 *or* 5.03 *percent over April,* 1968. *Revenue on East Bay lines totaled* $713,637, *up* 3.19 *percent over year ago income of* $691,574. *On transbay lines, revenue totaled* $573,210, *an increase of* 7.40 *percent compared to the same month in* 1968.

The number of passengers carried during the month totaled 4,619,912, *up* 2.26 *percent over the tally of* 4,517,709 *made in April, a year ago. East Bay riding showed an increase of* 1.44 *percent while transbay riding continued to grow, with a boost of* 4.41 *percent.*

Commute book sales for April totaled $233,264, *an increase of* 13.9 *percent over year-ago sales of* $204,857.

Operation costs during the month totaled $1,523,373, *up* $96,153 *or* 6.74 *percent greater than year-ago expenses of* $1,427,220. *The District operated* 2,084,884 *miles of service, an increase of* $45,905 *miles or* 2.25 *percent more than mileage of* 2,038,979 *operated in April,* 1968.

Total income of $1,773,022 *was sufficient to cover operation costs, depreciation and bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 0.20 *percent.*

At an adjourned regular meeting May 28, the Board of Directors:

- Authorized advertising for bids to furnish 160 mobile radios and related equipment, on motion of Director Coburn.
- Approved advertising budget for 1969/70 fiscal year, on motion of Director McDonnell.
- Approved service changes and renewal of Sherwood Forest school bus contract for 1969/70, on motion of Director Bettencourt. (See story, Pg. 4)
- Approved financing of new buses and accounting procedures in connection with surplus equipment, on motion of Director Rinehart.
- Adopted resolution authorizing execution of agreement with Bank of America relating to purchase of new coaches, on motion of Director McDonnell.
- Established salary of General Manager at $24,000 per year, effective June 1, on motion of Director Rinehart.
- Authorized advertising for bidders to furnish a cable car bus, on motion of Director Bettencourt. (See story, Pg. 3)

* * *

At an adjourned regular meeting June 16, the Board of Directors:

- Adopted recommendations of Finance Committee, approving operating estimate for 1969/70 fiscal year and increasing adult fares, on motion of Director Rinehart. (See story, Pg. 2)

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Worker trades tools For retirement trip

C. M. Baca, 56, took off on vacation this month after a traditional coffee and cake retirement party at Seminary Division. A mechanic "A", Baca had worked at Seminary since 1947.

Before leaving on a trip, Baca received his 20-year retirement pin from Glenn Ashmore, maintenance superintendent. He plans to travel through Colorado, Wyoming, Texas and New Mexico before returning home to 1306 Seminary Ave., Oakland.

Fellow workers presented him with binoculars as a "happy journey" present.

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Transit-Times

Service to airport under study

AC Transit has agreed to participate with other agencies in a study on how to build a fast, sophisticated transit link to Oakland International Airport.

The study will include service between the airport, the Bay Area Rapid Transit system, Coliseum complex and adjacent Port of Oakland facilities.

It also will cover transit to the airport from other East Bay areas which will not be served effectively by a BART-airport link.

System type

The feasibility study will include type of system, its funding and who would operate the service.

A management task force from the agencies has recommended a $290,000, two-part program to develop the service plan—considered one of the most important projects in East Bay transit. The government would be asked for a federal grant covering two-thirds of the cost, with the rest to be made up by agencies involved.

First part of the study would concentrate on system type, how to pay for it and method of implementation. The second phase would consist of preliminary engineering for the proposed system.

Research has indicated Oakland Airport will be the major regional airport by 1980 and fast public transit will put it at the doorstep of much of the Bay Area, including San Francisco.

Alan L. Bingham, general manager, told board members he believed a spur to BART would be a logical answer to directly and most effectively serve the airport and the large numbers of air travelers it can expect to attract.

Highly efficient methods of handling baggage should be devised, he said, so passengers can board a plane in New York and travel speedily to downtown Oakland or San Francisco, with only one local change—from plane to BART. Luggage should be waiting when the passenger arrives at the final BART station.

Agencies involved in the proposed study include AC Transit, BART, Coliseum, Inc., City of Oakland, County of Alameda and Port of Oakland.

THE COVER—Sunderland Aerial Photograph shows landscape for significant planning—a high-speed transist system to link BART rails in foreground to nearby Coliseum complex, Port of Oakland industrial developments, motel and hotel facilities and Oakland International Airport in background.

Wages go up with new Cost of living benefits

Wages for 1380 bus drivers and other union employees went up seven cents an hour July 6, as result of the District's second cost of living adjustment.

Non-union workers received an equivalent boost of 1.79 percent.

The new allowance is expected to total $250,626 for the next fiscal year.

With the adjustment, 1048 bus drivers, now making $4 an hour, moved to a wage of $4.07. Class A mechanics, with the new benefit, have a wage of $4.76 per hour.

Another cost of living benefit is scheduled for the first payroll period after January 1, 1970.

Wages and fringe benefits to bus drivers, including the new allowance, cost the District an average $6.42 per hour, according to Alan L. Bingham, general manager.

During the past two years of continuing escalation in family expenses, he added, comparison indicates that AC Transit wages have kept ahead of cost of living increases, resulting in a net increase in real take-home dollars.

Involvement

ON WATCH—This is a simulated incident, but it could and has happened. A driver on the alert spots a suspicious-looking man, uses his radio to notify central dispatch—and authorities investigate.

THE BUS DRIVER not only is the traveler's friend. The two-way radio system has made him the eyes, ears, and voice of a protection service for citizens.

The District has found that while others may hesitate about involvement in community problems, drivers voluntarily are playing an alert, courageous role in protecting residents.

In Oakland, operators twice have prevented assaults. In San Leandro a radio report alerted police to juveniles taking money from a purse.

In Hayward there was a report of a possible fire. In Berkeley, a call prevented a burglary. In Alameda, a report from a driver stopped a fight.

Sometimes, involvement comes in pairs.

Actions of E. B. Westcott, 37, Emeryville Division driver, saved a woman from possible assault one night and resulted in the arrest of a man wanted by police in two cities. On the following night, he protected his passengers from possible shooting and turned youths involved over to authorities.

Westcott had stopped his bus in East Oakland to let off a passenger when he spotted a man inside a laundromat, holding a woman around the neck. The woman screamed as the man started dragging her toward the door.

As Westcott radioed the District's central dispatching headquarters to notify police, the man saw him and released the victim.

Westcott was able to report the route of escape and later, radioed in the assailant's license number. The suspect, wanted for questioning in the rape of a blind girl in San Francisco, was captured a few blocks away.

In the same area, on the following night, a group of youths jumped on Westcott's bus after grabbing items in a liquor store and slapping the owner's wife. The owner, following with a gun, warned Westcott not to move the bus or he would shoot.

The driver directed passengers to "hit the floor," then blocked the man's entrance at the doorway. Police, alerted by central dispatch, grabbed the youths and disarmed the owner.

Few communities have escaped an incident, according to Alan L. Bingham, general manager.

Another operator, E. L. Luttrell, 31, has been commended for thwarting the burglary of a pharmacy in Berkeley. He observed the robbers and put in a call, which brought police to the scene. Four men were apprehended.

Fight stopped

In Alameda, operator Samuel D. Totten reported a youth with a pipe about to hit a service station employee. His report brought authorities, who found it an argument—and stopped it in time.

Reports, logged daily at central dispatch, prove people frequently become ill—but help is no further away than a call. Children get lost — and often are found by bus drivers.

"While others hesitate about involvement in community problems, bus operators voluntarity are protecting fellow citizens. There's no apathy when it comes to involvement," Bingham pointed out.

Have needles, will travel

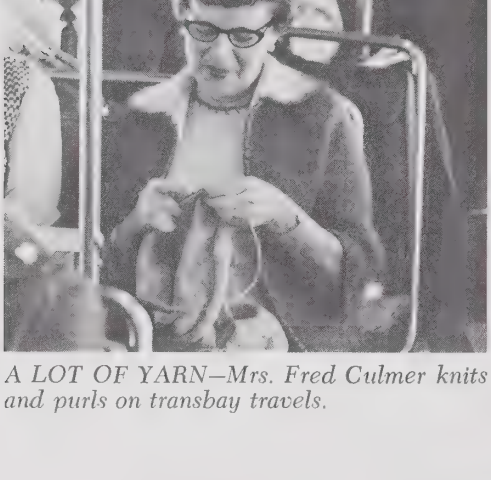
Commuter knits away for 70,000 miles

It's 600 miles to a sweater — and the size doesn't matter.

That's one of the figures revealed by Mrs. Fred Culmer, 3107 Birmingham Dr., Richmond.

Some people read; some people look; Mrs. Culmer knits and purls. Seven years of commuting on transbay Line L buses has resulted in over 25 outfits.

Mrs. Culmer figures her needles have clicked away for 70,000 miles while fellow passengers—men in particular—keep track of her progress.



A LOT OF YARN—Mrs. Fred Culmer knits and purls on transbay travels.

She estimates she gets 800 miles to a dress, 1,000 miles to a coat and 400 to a shell. Mrs. Culmer considers herself a "resident tourist" and knitting doesn't keep her from enjoying bus-eyed views every day.

Mrs. Culmer began her knitting after she saw an expensive mohair coat in a Berkeley store and couldn't afford to buy it. She decided to knit her own and did.

A fellow rider watched for a while and finally asked Mrs. Culmer to teach her to knit.

Mrs. Culmer complied, so there's now another passenger clicking away on her own wardrobe.

There's no problem what to wear when Mrs. Culmer travels with her husband, west Contra Costa YMCA aquatic instructor. She mixes and matches a variety of skirts, shells and coats, "squishes" them in a suitcase and is ready to go — no worry about wrinkles.

District golf champions

THE WINNERS — Top golfers in the annual District tournament hold trophies. From left are: Gary Thomas, Richmond Division, third place winner; Al Lawrence, Seminary Division, second place; Amos Blackman, Emeryville Division, first place. Blackman also collected the perpetual trophy which goes to his division.

Senior citizens ask lower fares

Investigation into lower fares for senior citizens continued this month, pending determination of impact of such action on system revenue.

More than 125 senior citizens, who appeared at a committee meeting of the board of directors, were told by Alan L. Bingham, general manager, he hoped there is "economical feasibility for a reduced fare program."

"We all recognize it is essential to encourage use of public transit and make it as economic and convenient as possible," Bingham said.

"We hope to recommend reduced fares, but we have to feel confident in the economic results."

Senior citizens have claimed if fares are cut in half, added riding would increase revenue rather than reduce it.

"Data so far is not conclusive that revenue would remain the same because of twice as much riding," Bingham added.

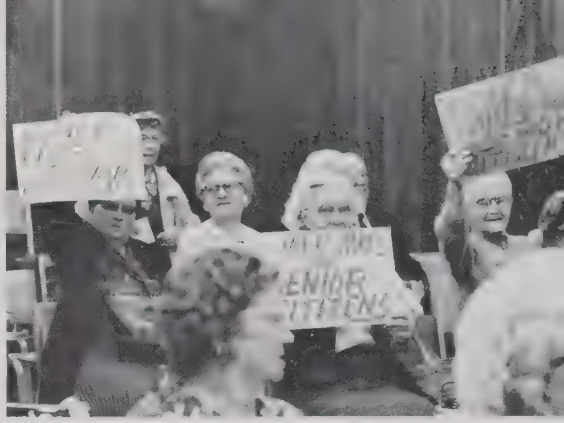
"A current Chicago Transit Authority study, supported by the U.S. Department of Transportation and the Department of Health, Education and Welfare, will be our best source of information to date.

"This report, expected early next year, will give AC Transit some guidelines as to the effects of special reduced fares on riding and revenue," Bingham said.

William J. Bettencourt, chairman of board's project development committee, told the assemblage determination also would have to be made as to what other avenues are available to make up any losses that could occur.

Dan Helix, field representative for State Senator Nicholas C. Petris, D-Oakland, asked that fares be reduced for a year during non-peak hours as a test.

Mrs. Isabel Van Frank, chairman of the East Bay Council of Senior Citizens Groups, in asking for a 10 cent fare, said she thought experiences in other cities had no relation to what would happen here.



LOWER FARES — Senior citizens appeared in force to demand action.

"We can offer no guarantee," she said, "but you could try it out for a year. It's important for the elderly to get out, even if the operation causes a deficit."

District awarded computer grant

AC Transit has been awarded a federal grant of $180,242 by the Department of Transportation to participate in a computer project aimed at upgrading the nation's transit industry data processing capabilities.

The District is one of two properties selected by DOT to test the merits of a new computerized total management system.

The project would demonstrate the use of the latest in electronic equipment and computer programming to collect, analyze and report information relating to the maintenance and servicing of buses and the management and control of inventories in the purchasing and storage of parts and equipment.

The District's present computer operations include payroll and general ledger accounts, claims records, and equipment depreciation and mileage data.

Sightseeing in style

District tour makes fashionable news

The District's sightseeing tour became a "stylish adventure" just before start of the summer activity when it was featured in the fashion section of the Oakland Tribune.

The tour bus received full front page attention, forming the background for a "typical young family," reading a leaflet on the sightseeing jaunt.

A story proclaimed it was "stylish to tour the towns" and carried assurance the tour "has not one dull mile."

Operator Dean Mann drove the models to different sites to take photos featured on five pages.

The maintenance department earned another "first in efficiency," by rigging a canvas-curtained dressing room in the bus, so models could change clothes while traveling.

The tour is operated in cooperation with the Oakland Chamber of Commerce.

Employees and retired workers have been invited to use their pass book tickets to take the tour on days when seats are available.

The tour continues through Labor Day.

Walter Oeding off to greener pastures

"Ask Walter" no longer will be a familiar phrase on District property.

Walter J. Oeding, after 37 years in transportation and 20 years as an executive secretary to presidents and general managers, is retiring.

He's purchased a home near Cloverdale and expects to enjoy busy freedom, away from turning wheels.

Oeding, 59, has logged time and experince in a variety of posts.

Presently executive secretary to Alan L. Bingham, general manager of AC Transit, he served in the same capacity to the late J. R. Worthington, the district's first management head.

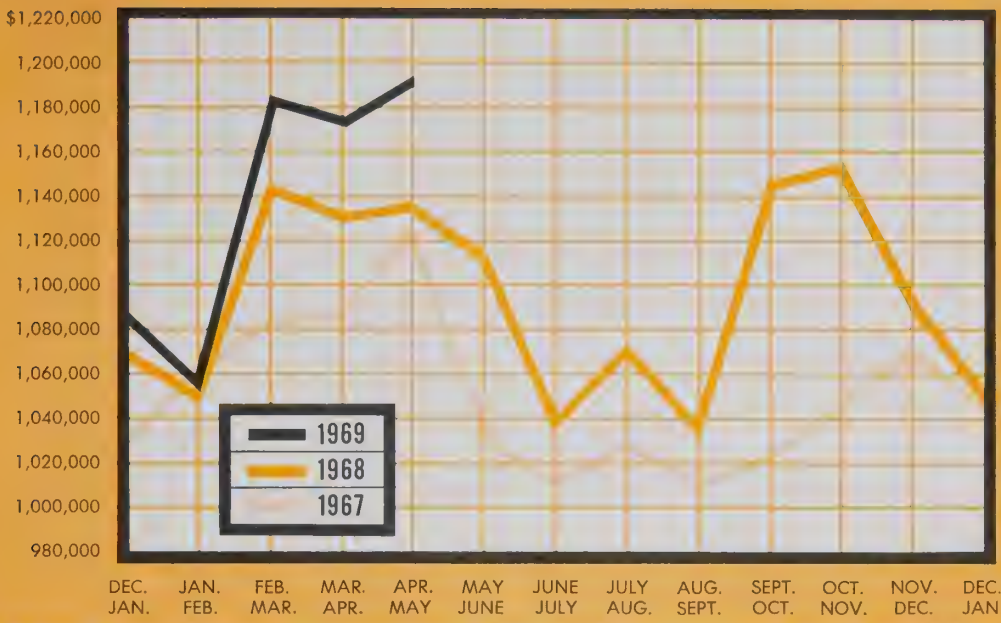
He also was secretary to Glen L. Stanley, Edwin C. Houghton and Jesse Haugh, presidents of Key System Transit Lines, and to William P. St. Sure, general manager of the Key System.

Oeding is the son of the late Frank J. Oeding, who worked 37 years for Key System before his death in 1944.

"The depression was snapping at my heels and when I was offered a job as information clerk in December, 1931, I took it," Walter recalls. He later was put in charge of information and PBX, where he met his wife, Ruth. Over the years, Walter also has worked in the public relations, operating, treasury and executive departments.

He's a Civil War buff, a tinkerer at electronics and among other projects, plans to photograph the old stagecoach road from Mendocino to Lake counties.

Walter will take off on vacation this month, before retiring officially Sept. 1.



Passenger revenue shows gain in May

Fare box revenue showed an increase during May, boosted by continuing growth in transbay riding. Total number of passengers carried declined slightly in the month, although transbay travel held its own.

Passenger revenue for the month totaled $1,284,485, *an increase of* $22.221 *or* 1.76 *percent over revenue of* $1,262,264 *for May,* 1968. *Revenue on East Bay lines totaled* $715,593, *down* .11 *percent compared to year-ago revenue of* $716,346. *Transbay revenue totaled* $568,892, *an increase of* 4.21 *percent over the May,* 1968 *total of* $545,918.

The number of passengers carried during the month totaled 4,657,483, *down* 1.20 *percent compared to the tally of* 4,714,020 *made in the same month, a year ago. East Bay riding was down* 2.01 *percent, while transbay riding was up* .97 *percent.*

Commute book sales for May totaled $218,543, *an increase of* 8.4 *percent over year-ago sales of* $201,663.

Operation costs during the month totaled $1,579,723, *up* $97,431 *or* 6.57 *percent over year-ago expenses of* $1,482,292. *The District operated* 2,103,686 *miles of service, an increase of* 4,152 *miles or* .20 *percent more than mileage of* 2,099,534 *operated in May,* 1968.

Total income of $1,798,422 *was sufficient to cover operation costs, depreciation and bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 2.19 *percent.*

Actions of the Board

At an adjourned regular meeting June 25, the Board of Directors:

- Adopted resolution authorizing the filing of grant application with U.S. Dept. of Transportation for funds to further computerize District's data gathering and processing procedures, on motion of Director Rinehart. (See story, Pg. 5)
- Approved recommendations of Project Development Committee relating to a plan of study for the development of transit service to Oakland Airport, on motion of Director Bettencourt. (See story, Pg. 2)
- Authorized execution of joint exercise of powers agreement with participating agencies in airport transit study, on motion of Director Bettencourt.

IN MEMORIAM

Elmer P. Hersey, 59, popular operator on Line 87-Maxwell Park, died suddenly June 24 at the end of one of his runs. He had worked out of Seminary Division since 1948 and made his home at 2220 109th Ave. An early Key System motorman, Hersey started work in 1937.

Stewart H. Lloyd, 71, of 5160 Claremont Ave., Oakland, who entered service in 1924 at Western Division and transferred to Emeryville in 1947, died May 25. He retired in 1962.

Frank M. Ramos, 86, of 18616 Crane Ave., Castro Valley, pensioned Aug. 1, 1948, as a rail operator, died May 26. He started in 1908.

John F. Green, 57, of 1225 81st Ave., Oakland, died May 19, six months after he retired from the maintenance department. He entered service in Sept., 1945.

Robert A. Wilson, 83, of Felton, who worked as a rail operator from 1925 until retiring Nov. 1, 1948, died April 19. He worked at Central.

Carl M. Nielson, 82, of 2016 - 38th Ave., Oakland, pensioned as a rail operator, died May 9. He started at Central Division in January, 1916.

Transit-Times

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District road-call record improves during month

District maintenance men celebrated a new high for miles per road-call repair service on equipment during the month of June. The new record is 17,414 miles per road-call, an increase of 2,116 miles over the previous high.

Emeryville Division, with the best individual record, won coffee and doughnut treat.

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Transit Times

AC TRANSIT

Pattern of future

Freeway link to speed service

Transbay riding on increase during past Year, experience reverses national trend

Boosted by a continuing increase in transbay riding, AC Transit maintained its growth during the past fiscal year, successfully weathering the change to a ready fare plan of riding.

Revenue on transbay lines totaled $6,348,454, up 4.77 percent over last year. The number of passengers carried transbay was 14,624,633, an increase of 2.23 percent over the 1967/68 total.

The new high is the largest number of transbay passengers carried since 1952, prior to the 76-day strike which idled Key System Transit Lines equipment. The figure represents a gain of 62 percent since 1959, the last calendar year Key was in operation.

East Bay riding held its own, despite the inconvenience of having exact bus fare. Revenue on East Bay lines totaled $8,156,083, up .82 percent over the previous year. The number of passengers carried was 37,753,524, a decrease of .82 percent below last year.

Revenue on both transbay and East Bay lines came to $14,504,537, up 2.51 percent. The total passenger count was 52,378,157, a gain of .01 percent over the previous year.

Operating revenue totaled $15,692,429, up 3.4 percent. Proceeds from the District's consolidated tax rate of 19.2 cents came to $4,340,376, giving the District total income of $20,032,805. Total expenses, including depreciation and repayment of the bonded debt, were $20,177,643.

The net deficit of $144,838 was attributed by Robert D. Tough, treasurer controller mainly to increases in cost of living, expenses of inaugurating ready fare and increases in insurance costs.

The District remained one of the few major transit properties to maintain growth. Passenger riding nationally was down 2.14 percent for the past fiscal year.

As a vigorous and forward-thinking property, AC Transit has won national attention and support for its endeavors to pilot research and development that can attract more riders and encourage greater efficiencies, General Manager Alan L. Bingham said after returning from a conference in Washington with government transportation leaders.

"There is growing concern about the future of public transit if expenses continue to rise and if revenue continues to fall short of meeting costs.

"The government is looking to progressive properties to change this picture and is extending its financial help to advanced ideas—some already under study here—which will increase patronage and yet effect operating efficiencies," Bingham said.

"To do the job, the government feels service must be made more attractive and convenient. Methods in increased efficiency must be introduced to hold down costs," the general manager reported.

Steam engine bus Experiment gets new Timetable, more funds

A new timetable for installation of steam engines in two AC Transit buses and two coaches of S.F. Municipal Railway has been announced by Scientific Analysis Corp., administering the project under contract with the California State Assembly.

The power plant is to be developed by Oct. 31, 1970 and steam-powered buses are expected to go into regular service Feb. 1, 1971.

An additional grant of $300,000 has been added by the U. S. Department of Transportation to initial grant of $450,000 to fund the project.

Grove-Shafter link

New freeway to speed bus service

Back in the heyday of train-ferry commute service, passengers boarded the Claremont line below the Claremont Hotel and settled back for a 44-minute ride to San Francisco — if they were lucky.

Starting Sept. 8, peak-hour express service provided by transbay Line E buses from the same area will make the trip in 25 minutes — a time saving of 19 minutes.

It will be the fastest ride in history for workers in the Claremont-Rockridge districts and for Contra Costa County drivers, who park in the area and switch to buses for the rest of their ride to San Francisco.

Every other bus in the morning and evening peak will observe the Hudson St. stop, then move to Grove-Shafter and MacArthur Freeways for a direct run to the bay bridge and San Francisco. Local coaches will follow regular routing to Yerba Buena and Peralta Aves., making the crossing in 30 minutes.

The Grove-Shafter link also will permit the District to expand its concept of bus transit which serves neighborhoods, then makes use of freeways to offer transportation of a type which competes favorably with automobiles.

CLAREMONT THEN—Freight car stands on siding of Claremont line about 1914. In foreground is Ashby Ave. Trolley.

ON THE WING—Transbay Line E express buses leaving from traditional Claremont Hotel stop, will cut 19 minutes from travel time of train-ferry commute days.

Line 33-Oakland Berkeley express will start using the freeway on the same September date, to provide faster service for intercity riders. The speedup will result in addition of new morning and evening peak-hour trips for Alameda passengers using Line 33-A to and from Oakland and Berkeley.

At the same time, San Francisco students will get their fastest ride — by the fastest route — direct to University of California campus with inauguration of the "Sather Gate Ltd."

The bus, first direct service to the campus from San Francisco, will travel to Bancroft Way, stopping at College Ave., Bowditch St. and Telegraph Ave.

In the 1920's and '30's, commuters boarded the Claremont train behind the Berkeley Tennis Club. The train ran to 43rd and Linden Sts., where it was coupled to the Northbrae train to roll as one long unit to the Key Route pier. The trip was 9.84 miles long.

Express buses will travel 11.4 miles during their 25-minute trip.

State takes action to study funding Of local transit for senior citizens

The California State Legislature took action this month to study possible sources of financial aid to help meet local transit needs of senior citizens.

A resolution, passed by the State Senate, requested assignment to an appropriate committee for interim study the subject of the need, desirability and funding of local transportation assistance for senior citizens in the state.

Mobility need

The resolution was introduced by Senators Nicholas C. Petris, D., and Lewis F. Sherman, R., of Oakland. It cites the necessity of providing mobility for the elderly whose incomes have been hit by escalating costs and who depend on public transit.

It further points out that transit systems, similarly faced with rising expenses, have in many cases been required to raise fares.

COMMENDED–E. B. Westcott, 37, Emeryville Division driver, holds community service citation received at a meeting of the Board of Directors for "outstanding contribution to betterment of his community and the well being of his fellow citizens." He prevented an assault on a woman and aided police in capturing her assailant. Later he protected passengers by preventing a distraught, armed man from boarding his bus.

Legislative action was endorsed by the AC Transit Board of Directors as an appropriate step, since the problem is of statewide concern, with state and counties holding basic responsibilities for determining how funds for aiding the elderly are to be spent.

Senior citizen groups have requested the transit district to consider a 10-cent fare and the staff is studying whether relief can be granted without jeopardizing obligations to taxpayers and riders.

Alan L. Bingham, general manager, said the District is sympathetic to the needs of elderly residents and would like to recommend reduced fares, but had to feel confident of the economic result.

Guidelines are expected from a current Chicago Transit Authority study.

Keen awareness of the problem was expressed by Robert Finch, secretary of the U.S. Department of Health, Education and Welfare, in responding to an inquiry from the general manager.

District concern

Bingham emphasized the District's great concern and asked if federal programs were available to assist transit industries in extending special fares to senior citizens.

Finch reported Title III of the Older Americans Act authorized funds to help support a variety of programs for the elderly, but were not sufficient to fund transportation subsidies for a reduced fare program.

He added his department was very aware of the need and currently is exploring various methods of easing the problem, including funding of demonstration projects now underway analyzing transportation programs for the aged.

Concrete benches tested at bus stops

Experimental concrete benches are being tested by the District at two bus stops to determine if they have long-range practicability, as well as pleasing, aesthetical looks.

Handsome and modern, the benches are reinforced with iron and hopefully will prove impervious to vandalism and weathering, with no need for repainting.

The experiment is expected to determine if the decrease in maintenance costs will offset the higher price of the benches. They already have won approval from the public as to appearance and comfort.

NEW SEATING – Mrs. Linda Wilcoxen gives approval to new concrete bench.

One bench is placed at Jack London Square, where it forms a harmonious park of park-like landscaping. The other is installed at Yerba Buena Station, 40th St. and San Pablo Ave., a heavy transfer point, where vandalism has been a problem.

Tests are being conducted at locations where bench advertising firms are not franchised to supply benches and where cities have no program of their own to furnish bus stop seating.

Finished in crushed, grey-green granite, the benches display the AC Transit emblem in plain raised cement at each end of the slab. The benches are eight feet long, two feet wide and stand a foot and a half off the ground.

Driver turns out ships in spare time

Some people go to sea. Some like dry land better.

Harry Hall, 36, driver at Emeryville Division, figures he has a little "bounding main" in his blood, but he's anchored firmly to the land. As result, he has a hobby of making ships that are considered "museum pieces."

Hall, who lives at 720 31st St., Richmond, had a father and an uncle who went to sea, so it seemed natural, as a youngster, to start constructing ship models.

"I worked on those until my thumbs got clamped. Then I started building from my own plans," Hall said.

He can talk now in terms of frigate, sloop and man-of-war, made to ⅛ or ¼ inch scale. It's exacting work, complete to copper bottom and carved figurehead. And it keeps his feet firmly on the ground.

There's a busy world out yonder

Glen D. Fowler, 63, who at 250 pounds has been considered the "biggest" of District operators, inched out from under the wheel for the last time this month to sample the "carefree, go-where-you-want-to-go" life of retirement.

Fowler, who has so many hobbies he isn't sure what he'll tackle first, has been a driver since 1944, working first at Richmond Division, then Emeryville.

Particularly, Fowler has been admired for the miniature horse trappings he makes as an offshoot of a major interest in fashioning articles from leather. Drawing on his own memories of what a harness looked like when his father had a rural mail delivery route in Kansas, Fowler makes scaled-down rigs for toy horses used to pull the covered wagon lamps he sells.

Along with leather work—which includes countless hand-tooled wallets, purses and gunbelts and holsters—Fowler has an extensive variety of woodworking tools.

His wife shares another hobby, model trains, and the village and "town site" he now plans to set up in his shop at his home, 621-43rd St., Richmond.

Glen D. Fowler

Stanley A. Cerezo

They also plan to travel some in a new trailer.

Fowler, who officially retires Sept. 1, wound up his driving career on Line G-Albany.

A trip back to the Philippine Islands has top priority with *Stanley A. Cerezo,* 2106 Russell St., Berkeley, retired from the maintenance department at Emeryville Division.

Cerezo, born in Binnaley in the Philippines 63 years ago, came to this country in 1928. He went to work in 1946 as a truckman, shifting cars in the railyard, and became a mechanic two years later. He was a coach inspector and lubricator on the pits.

General unit room gets new foreman

John Ramos, 52, of 3129 Dominco Dr., Castro Valley, has been appointed foreman in charge of the general unit room at Emeryville Division.

John Ramos

Ramos took over after Abel V. Branco, 48, died suddenly of a heart attack on June 29. Branco had been in charge of the unit room for six months.

The new foreman was employed by Key System in Nov., 1946, after World War II service in the Army. He worked in the train department, then transferred to the Unit room, where he has been since.

Branco, a native of Hawaii, worked for East Bay Transit Co. as a truckman from 1939 until he resigned to enter the Navy in 1942. He returned to work in 1946.

Branco was promoted through different categories to leadman for engine rebuilding in 1953. He was made foreman on Jan. 1. Branco lived at 1223 Lucille St., San Leandro, with his wife, Isabel.

Division dispatchers—unsung heroes of District operations—were given the spotlight this month.

Separated by walls and activity from the congeniality of the gilly room, they could take a bow for lining up the work day and seeing that a bus and a driver is on hand—and on time—for each run and any emergency.

It's to dispatchers that operators come for answers and it's the dispatcher who sees that each driver picks up his work paddle, defect card, portable signs, block number and transfers.

It's the dispatcher who's responsible for taking accident reports and checking them for complete information.

The "bible" of the department is the list of runs, time due out and time checked out. If the operator doesn't show or calls in sick, it's the dispatcher's job to fill the shoes and get the wheels rolling.

It's a busy department and one which works closest with drivers. It knows the biggest sin is to get out late or get cancelled.

It's a matter of pride and practice to do a job and do it well, dispatching men and coaches so that, pieced together, they make the best possible utilization of manpower and equipment and roll smoothly as a system.

It's a busy job of top importance.

Dispatchers keep wheels turning

CHIEF DISPATCHERS—From left, Fred Kurtz, Emeryville Division; A. E. Phillips, Seminary; Carl Matous, Richmond.

EMERYVILLE — Dispatchers on this shift include, from left, A. R. Lindsey, E. F. Hokanson, A. L. Lemons. At window are retired workers H. L. Parsons, left, and C. E. Cassing.

WORK DAY—As shift changes at Emeryville M. N. Reece, J. F. Kurtz and T. P. Ward take duty, above, left. Above, right, R. J. Hensley, E. M. Horton, are on the job. At Seminary Division, below, workers include, from left, R. B. Foreman, Fred Huffstutler, H. F. Berrner, W. P. Monaghan.

RICHMOND — Setting up runs are, from left, Brad Harriman, Carl Matous, Charlies Farrell and O. B. Whipple. Dispatchers make sure there's a driver on hand for each trip.

OLD FRIENDS—Visitors to the California Railway Museum, operated by Bay Area Electric Railroad Association at Rio Vista Junction, will find memorable equipment, including Shipyard Railway cars at left and a selection of historic equipment, above right. Photos from collection of Harre Demoro, railway historian.

Street cars and trains are going to run again, screeching around curves like they used to.

For one day—on Sunday, Sept. 28—it will be "old Key System days" once more, a time to meet old friends and to put the razz on bus drivers who never learned to shift gears on a controller.

The event is a family excursion to the California Railway Museum, operated by the Bay Area Electric Railroad Association at Rio Vista Junction, in Solano County.

Ninth anniversary

It will commemorate the ninth anniversary of the date AC Transit went into operation, Oct. 1, 1960. But the ocasion really is dedicated to present workers, retired workers, their families, their friends —and memories.

Key System street cars, bridge trains, work cars and a locomotive will be there, to parade on the museum rails. There will be free rides for everybody—a memorable occasion for kids, who expectantly will be riding old-time equipment for the first time.

Officially, the outing has been set from 12:30 to 3:30 p.m.—but there's stretching time at each end for those who want to stay longer.

Motorists will find it's an easy drive, by Highway 80 to the Fairfield turnoff, then via Highway 12 to the museum's wel-marked roadside location, midway between Fairfield and Rio Vista. Just watch for a right turn in the center of Fairfield and follow Highway 12 signs.

Charter bus transportation also will be available, with coaches leaving Emeryville Division at 11 a.m. Reservations and payment for the $2.50 round trip charge per person must be sent to AC Transit Treasury Department, 508 16th St., Oakland, 94612, by Thursday, Sept. 25.

Buses will leave Rio Vista Junction at 3:30 p.m., returning about 5.

It's a day for picnics—so bring your own lunch and a blanket for sitting on the lawn. A few available picnic tables wil be earmarked for retired employees. Coffee, soft drinks, ice cream and snacks can be purchased at the site.

Everything free

There is no admission charge. The railfans who make up the association have contributed their own time—and years of work—to preserve relics of the fading era of electric railroading. Volunteer contributions may be made to boost the work along.

A museum building has photographs and other mementos of the past. It also has postcards for sale and an outstanding collection of books and pamphlets on transportation.

The real stars, however, will be the equipment. The cars are being spruced

Old Key System days

Family trip to railway museum planned for Sept. 28

up for the occasion and if they don't seem quite the same as they did 10 or 20 years ago, it will only be to those who count time by years, and not by memory.

Old-timers are expected to recognize No. 271, one of the "Lehigh" cars which came to Oakland Traction Company in 1904. It ran between Richmond, Berkeley, Oakland and Hayward and also served on the scenic Leona Heights line. Most of the cars were scrapped in 1933, but No. 271 remained a standby. She returned to full operation in World War II and after 45 years of service, was saved from the scrap pile in 1946 by BAERA.

Also on rails wil be No. 987, last car built in the Key System's own shops in 1927. The car served on the K line in Berkeley and later, on other routes, until buses took over in 1948.

Two articulated bay bridge units, No. 182 and 186, were the "last word" when they were built in 1937. They served until April 19, 1958—and now are part of bay area transit history.

Among the oldest and most historic exhibits will be two cars dating from 1888, No. 844 and 899, elevated rapid transit cars produced for New York City's Manhattan Railway Co. Originally pulled by tiny steam locomotives, they were among first cars to receive electric motors and a revolutionary multiple-unit control system designed by Frank Sprague.

They became well known among today's transportation workers when they were purchased by the U.S. Maritime Commission in 1942 to serve the busy shipyards at Richmond.

Other "old friends" include No. 1001, electric freight locomotive built in the Key System's Emeryville shops to serve on Key and Oakland Terminal Railway freight spurs. Gaily decorated, it pulled the special train of President Taft into Oakland for the laying of the new City Hall cornerstone. Other work equipment also will be on view, including No. 1215 shop switcher, built in 1899, and No. 1011 wrecker car, built in 1906.

FAVORITES — No. 1001, electric freight locomotive at left, served from 1910 until end of Key System rail service in 1958 and had one glorious moment pulling the special train of President Taft. No. 987, veteran of "K" line in Berkeley, carries museum visitors.

Happy Birthday

Mrs. Nettie Dixon of 369 Colusa Ave., Kensington, gave herself a birthday present this month. A busload of passengers came to the party.

Mrs. Dixon, active and used to doing things alone, took the District's sightseeing tour to celebrate her 82nd birthday. Fellow riders applauded and added their "Happy Birthday" when tour hostess Mary Thornton presented Mrs. Dixon with a corsage.

The real highlights of the day came, however, as Mrs. Dixon saw sights that were new to her — although she first moved to the East Bay in 1911.

"The ride through the Mills College campus was wonderful," Mrs. Dixon decided. "I knew it was there, but I never saw it before."

"I had never seen the Mormon Temple. And I didn't know there were two tubes to Alameda now. We used to drive through the old one. And I never had seen the South Shore."

Mrs. Dixon said Sather Gate didn't surprise her.

"I'm used to seeing hippies in Berkeley. But there weren't many out during the tour."

After she returned, Mrs. Dixon treated herself to dinner in Albany and decided she had a fine day.

She previously lived in Richmond Annex, then in Grass Valley after her late husband retired from Standard Oil. Although she no longer drives a car, she keeps active and is a member of the Senior Citizens group in Albany.

The tour, operated with the Oakland Chamber of Commerce, has been running with good loads during August and mid-month, had an average of 20 passengers a day.

Executive secretary to assume duties

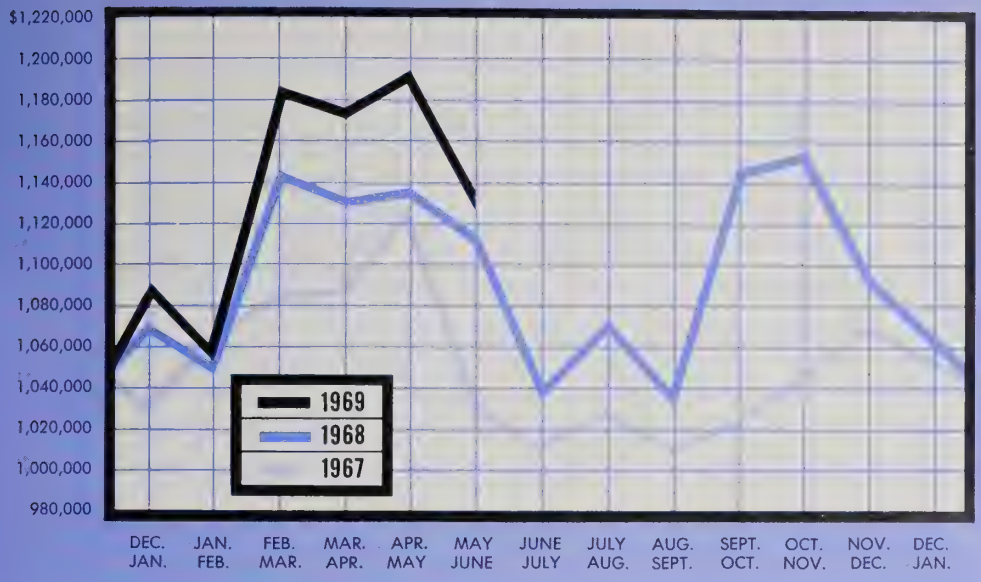
Thomas J. Aievoli, 32, graduate in business administration and former secretary to executives of the Union Pacific Railroad, assumed duties this month as executive secretary to Alan L. Bingham, general manager of the District. Aievoli succeeds Walter J. Oeding, who retired. The new executive secretary left California Blue Shield in San Francisco, where he was methods analyst, to return to the transportation field.

Previously he was secretary to the assistant traffic managers and before that, to the general traffic agent, of Union Pacific. He also has been executive and personal secretary to the publisher of Railway Age and secretary to the vice president of personnel and industrial relations, United Parcel Service.

Aievoli, who lives at 147 Laidley St., San Francisco, graduated Cum Laude from Golden Gate College in January with a bachelor of business administration degree, with major in management. He will resume night studies at the same college next month toward a master's degree in the same field.

Aievoli graduated with honors and an associate of arts degree from Goldey Beacom Business College, Wilmington, Delaware. He also attended St. Peter Chanel College and Hunter College.

3 year passenger revenue comparison



Business activity brisk during June

Passenger revenue and riding were on the upswing in June, with transbay travel again showing healthy growth. East Bay riding also was up for the month.

Passenger revenue for June totaled $1,203,026, *up* $59,215 *or* 5.18 *percent over the June,* 1968 *figure of* $1,143,811. *Revenue on transbay lines was* $536,815, *an increase of* 7.83 *percent compared to the year ago total of* $497,846. *East Bay revenue totaled* $666,211, *an increase of* 3.13 *percent over revenue of* $645,965 *for June of last year.*

The number of passengers riding during the month was 4,247,941, *up* 1.96 *over year-ago passengers of* 4,166,451. *On transbay lines, riding showed a boost of* 4.90 *percent, while on East Bay lines, the increase in passengers was* .82 *percent.*

Commute book sales for June showed one of its highest gains, with sales of $233,355, *an increase of* 24.4 *percent over year-ago sales of* $187,536.

Operation costs during the month totaled $1,522,886, *a hike of* $111,012 *or* 7.86 *percent over costs of* $1,411,874 *for June,* 1968. *The District operated* 1,980,357 *miles of service, an increase of* 63,767 *miles or* 3.33 *percent over year-ago mileage of* 1,916,590.

Total income of $1,657,539 *was sufficient to cover operational costs and depreciation, but left a deficit of* $61,411 *in meeting full bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 1.00 *percent.*

Actions of the Board

At an adjourned regular meeting July 23, the Board of Directors:

- Adopted resolution, supporting legislative study on possible funding to help meet local transportation needs of senior citizens, on motion of Director Coburn. (See story, Pg. 4)
- Adopted service revisions and improvements, on motion of Director Bettencourt. (See story, Pg. 3)
- Authorized General Manager and staff to confer with government officials on transportation development, on motion of Director Bettencourt.

* * *

At a regular meeting August 13, the Board of Directors:

- Approved additional service improvements, on motion of Director Bettencourt.

Transit-Times

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Safest drivers

ON THE HOUSE—Instructor Cecil Gross does the honors for drivers at Emeryville Division, who topped the safety goal with a tally of 13,175 miles per accident.

TOP DRIVERS—Richmond Division operators, who drove 17,109 miles per accident, collect coffee and doughnuts for safety achievement. Safety goal is 13,100 miles.

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Transit-Times

AC TRANSIT

Bus Service Scores

Traffic congestion boosts transit use

Tax rate kept at same level

AC Transit will keep the same consolidated tax rate during the coming fiscal year, even though expenses are expected to increase almost $2,000,000.

The final operating estimate for the current fiscal year, approved by the Board of Directors, totaled a record high of $22,123,770, up $1,946,127 or 9.56 percent over expenditures for the year ending June 30.

Tax rate set

The board voted to set the rate at a consolidated tax of 19.2 cents per $100 of assessed valuation for the third year in a row, but also accelerated efforts to find additional sources of revenue to help support public transportation.

The directors unanimously moved to support Director William J. Bettencourt of San Leandro, who said property taxpayers of the area already are committed to pay the maximum for transit and additional riders were not going to be enticed to public transit if fares are further increased.

"We have to seek other sources—federal help and state help—of a permanent nature," Bettencourt stated.

One way the state could help, he suggested, would be by sharing gasoline tax revenues.

Letters sent

The directors adopted Bettencourt's motion to send letters to federal and state officials and other authorities, citing the plight of transit and urging help of a permanent nature.

The letters pointed out fares alone cannot finance full cost of transit operations, because higher fares to meet higher labor costs result in fewer transit riders on one hand and a consequence increase in usage of automobiles on the other.

The remaining alternative, the letter said, is the "development of new resources for funding capital improvements and some operational costs, technical research and development of those innovative concepts which hold a promise of increasing operational efficiency and generating increased patronage."

The estimated budget allocates $19,754,770 for operating expenses and $2,369,000 for bond debt requirements and equipment renewal.

The District expects to offset some of its increased expenses with a projected $1,017,311 in additional operating revenue, including income from a new fare structure. All adult transbay travel was increased five cents a ride and East Bay tokens were raised to four for $1 on July 1 to help meet escalating costs.

Assessments up

Also reflected will be an additional $859,624 in tax income for increased assessments in Alameda and Contra Costa Counties. Although the tax rate remains the same, individual bills in the two counties are adjusted under an assessment equalization formula required by state law. As result, the tax rate in Alameda County is 19.1 cents, a decrease below last year's 19.7 cents. The Contra Costa County rate is 19.9 cents, up over last year's levy of 17.3.

Tax receipts were estimated at $5,200,000, while operating revenue from the fare box and other sources was estimated at $16,854,578. A projected net deficit of $69,192 will be met from the District's surplus account.

Fare boxes keep busy: Revenue records set

Revenue records went up on the scoreboard Monday, Aug. 25, boosted by the fare increase now in effect and by the evening's exhibition game between the New York Jets and Oakland Raiders.

System-wise, revenue of $55,102 was collected, topping the high of $54,888 tallied May 2. Transbay lines showed revenue of $25,501, surpassing the $24,834 collected April 10.

Grant sought for new hinged buses

A $3,000,000 experimental program has been initiated by AC Transit to acquire 41 newly-designed articulated buses for use in urban service.

The federal government, which has expressed keen interest, will be asked to give the project a financial lift with grants totaling $2,000,000.

The double buses offer promise of increased efficiency, with lower operating costs per passenger carried—an accomplishment government officials support as necessary to offset increasing deficit costs of operating transit service, according to Alan L. Bingham, general manager.

The buses, which are hinged in the middle, can carry more than 70 passengers. The modern units also will offer more luxurious and comfortable riding, hopefully attractive enough to lure additional riders to public transit, the general manager added.

Program started

Authorization to file a funding application to get the program started was approved by the Board of Directors, following the general manager's report on conferences with government officials in Washington.

Bingham said the new program will be started with construction of a prototype articulated bus which would be tested thoroughly at the manufacturing plant. It also would be extensively tested under operating conditions in different cities in the East Bay, under street traffic conditions, as well as on busy freeway corridors.

New design

The prototype could incorporate modern design features such as improved lighting, seating installation, larger windows and front and rear door exits, and air conditioning, the transit official said.

The prototype might be powered by a gas turbine engine—another new development recently under study by bus manufacturers.

Three years of testing with AC Transit's experimental duo-bus, the Freeway Train, has given assurance double buses can carry more riders in greater comfort and at less cost per passenger than conventional coaches, Bingham said.

The long coaches will make up the only fleet of modern double buses in the nation. They will be used on inter-city express lines, local lines, and feeder lines to future Bay Area Rapid Transit District stations.

Approval of the initial federal grant offers possibility passengers may be riding sophisticated duo-buses at about the same time BART rail service begins late in 1971.

To avoid the fuss, they took the bus

Taking a bus to the exhibition football game between the Oakland Raiders and the New York Jets—on the same night the circus was playing in the adjacent arena at the Coliseum complex—proved the best and easiest way of getting there in time for kick-off.

Twenty percent of the crowd let public transit run interference, riding buses to the Coliseum.

Nearly 11,000 of the 52,927 who saw the Raiders-Jets exhibition came by bus, 6,699 on the District's special football express and about 4,300 in charters.

Newspapers gave the District's special bus service front page and sports page coverage before the game, telling fans if they wanted to avoid a mammoth traffic jam, to take the bus right to entrance gates. The extensive publicity resulted in record patronage for AC Transit—brightened by the knowledge that many first-time riders may well turn out to be "repeats" during the rest of the season.

Without the buses, as one columnist asked: "Think where you'd've parked!"

What Newspapers Are Saying About Transit

Oakland Tribune

AC Transit boosts its ridership But costs outrun revenue

By HARRE DEMORO
Tribune staff writer

Success has always been a problem for AC Transit—because it's expensive.

Considered by the industry to be one of the most modern and well-managed systems in the country, AC Transit continues to boost ridership, and the size of its fleet of modern coaches.

Transit ridership declined nationally 2.14 percent in the 12 months ending June 20. AC Transit patronage increased by .01 percent overall.

Ridership on the bus routes on the Bay Bridge has increased by 62 percent since the publicly owned district took over Key System Transit Lines and its affiliates nearly nine years ago.

Revenues continue to increase. But the problem is they are not increasing fast enough, and the district is seeking new sources of money.

It will take $2,900,192 more to run the 700-bus system in the 1969 fiscal year than riders deposit in fareboxes and bus advertisers contribute, according to estimates prepared by Robert Tough, district treasurer-controller.

In addition to the costs of operation, AC Transit must pay $1,254,200 for new buses and into an equipment renewal fund, $318,900 in interest on bonds sold to purchase the bus system and modernize it, and $795,900 principal on the bonds. When these costs are added to the operating deficit, AC Transit expects to lose $5,269,192.

To cover the deficit, taxes are levied. This year, AC Transit expects to collect $5,200,000 in taxes and add to it $69,192 in surplus cash.

Deficit operation is not unusual in the transit industry and this is the one reason AC Transit directors have the power to levy taxes.

Under present circumstances, the deficits will continue, said Alan L. Bingham, general manager. He has definite ideas about ways the deficit may be covered without boosting taxes in future years and how the bus system operation might be changed to solve at least some of the problem.

Assuming inflation will continue, Bingham said at least part of the problem might be met by "increasing the productivity of employes." In other words, getting more from a bus driver without making him work harder.

The AC Transit board has agreed with Bingham that one way to do this is to build larger buses, vehicles that can carry more persons per driver. The district has experimented with one coach that is hinged in the middle, so it can be longer and have more seats.

The experiment, watched carefully by the industry as a whole, was successful, in Bingham's view, and the district last week asked the Federal government to help it finance the development and production of 41 of the coaches. Bingham is hopeful they can be acquired for $3 million, with the federal Department of Transportation supplying $2 million.

(Continued on Page 5)

CRUSADERS—Stephen L. Nelson, left, executive vice president of the United Crusade, tells AC Transit campaign leaders benefits of helping each other—and all in need. At dinner which inaugurated annual drive were, from left, bottom row: L. H. Minear, C. J. Hipsley, James McCracken, L. L. McDonald, Avonne Bradshaw, A. L. Bingham, general manager. Second row: W. E. Antwiler and above him, R. H. Bertz, A. R. Lucchesi, G. L. Modjeski, C. M. Walker, D. J. Potter. Top: Carl Knutson, D. J. O'Connor, John Krajcar, W. G. Skilling, J. D. Goodman.

(Continued from Page 4)

But in the long run, Bingham said outside funds, perhaps from the Federal government or the state, will be needed to cover operational deficits.

Perhaps a sales tax is the answer, he said. The property taxpayer is carrying the load today.

Bingham met recently with J. D. Braman, assistant secretary of the U. S. Department of Transportation. Bingham said Braman told him the Federal Government, already assisting transit systems in purchasing rolling stock and in financing experiments, is worried about the operating deficit problem.

The AC Transit board is sending letters to federal and state officials to outline the problem.

Why AC Transit buses need a tax subsidy when the privately owned Key System and its parent corporations made money in the Oakland transit business?

Bingham said tax revenues have preserved night and Sunday bus service, bought 461 new buses and the experimental hinged bus. AC Transit's 11 Bay Bridge bus lines are turned into 36 routes that duck into neighborhoods during commuter hours to pick up and discharge passengers. Bus service is offered in some areas that never had it before, and because buses carry more persons per lane than automobiles, freeways and bridges are being better utilized.

AC Transit has 700 buses as against the 570 Key System was running in 1960.

Each AC Transit bus travels about 1,000 miles further a year than the ones in the smaller Key System fleet.

If private enterprise was running the bus system the local fare probably would be 40 cents, instead of 25 cents, and night, Sunday and midday operations would be severely curtailed, Bingham said.

"If transit is ever profitable, private enterprise might try to buy it out," he said.

East Bay Proves Exciting to scenic Tour passengers

INTRODUCTION: New arrivals from China get a look at the East Bay on AC Transits sightseeing tour. At right are Barbara Anderson, Oakland Chamber of Commerce hostesses; interpreter Francis Yao and driver David Bell.

Biggest tourist attraction in the East Bay is the Sather Gate area at University of California and folks from out of town used a lot of film, trying to capture the scene for people back home who "just won't believe it."

That was one conviction emerging from the sightseeing tour sponsored by the District and the Oakland Chamber of Commerce. It ended on Labor Day after a busy and successful summer.

A total of 1299 adults and children took the tour during the June 15-Sept. 1 season, averaging over 19 passengers a day. August was the busiest month, with a daily average of 25.8 riders.

The bearded, barefoot shaggy look at the Telegraph Ave. entrance to University of California provided a startling highlight for visitors and gave them "something to talk about," according to Barbara Anderson, one of the Chamber of Commerce hostesses who narrated the tour.

Piedmont mansions, the beach along the South Shore in Alameda and the view from the Mormon Temple were other favorites with passengers, according to Mrs. Anderson, a former "Miss Oakland."

Among the most enthused visitors were a group of new arrivals from Hong Kong, who took their first look at the "vastness" of the East Bay on the bus.

The Chinese newcomers, in Oakland for job training at the Opportunities Industrialization Center, 2510 Grove St., laughed when they heard Alameda County was the largest in northern California, with 1,500,000 inhabitants, according to their instructor and interpreter, Francis Yao.

"They come from a small place, with 8,000,000 people. They can't understand all the room here."

The immigrants couldn't believe the new Oakland Museum — "Such dimensions and so much money," Yao said. "They couldn't imagine such a thing.

"They were just as amazed at the old museum on the shore of Lake Merritt. Nothing wooden would last that long in the East," Yao explained.

The Chinese were impressed by the new Ordway building rising behind Kaiser Center—because it was being named after Kaiser's first employee. An unheard of honor!

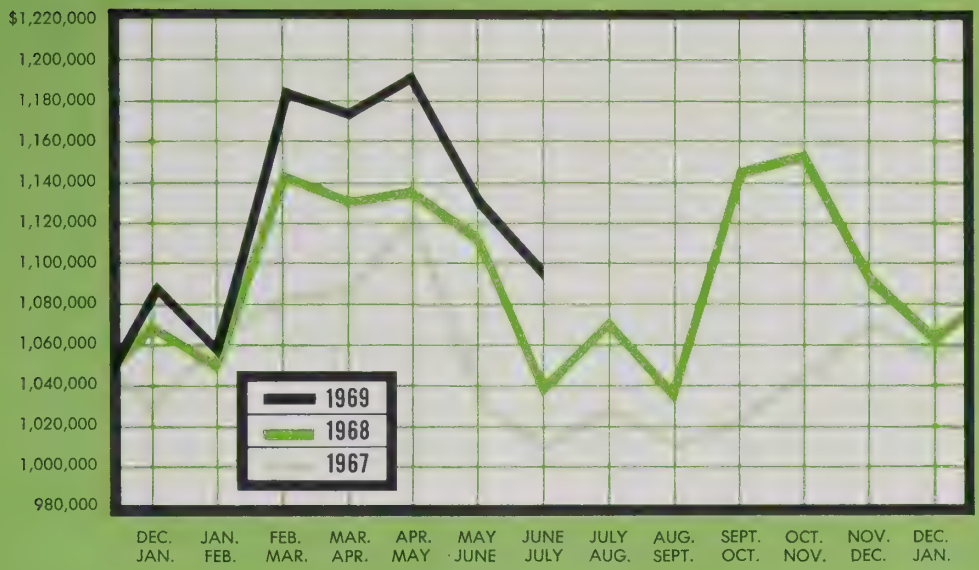
To help the newcomers attain mobility, the District sent training instructor George Silva to the center for an introduction on how to ride a bus, transfers and make use of the service, before they took the tour.

Drivers top safety goal

Emeryville Division drivers were in the winner's circle again this month with 14,401 miles per accident, joined by Seminary Division, which tallied 13,206 miles per accident. Both divisions topped the safety goal of 13,100 miles and won treats of coffee and doughnuts.

3 year passenger revenue comparison

Based on 13 four-week periods per year



Passenger revenue swings up in July

Passenger revenue took a decided jump in July, as the new fare increase went into effect, boosting income on both East Bay and transbay lines. Fare box revenue for the month totaled $1,259,625, *up* $76,275 *or* 6.45 *percent over the July,* 1968 *total of* $1,183,350. *Income on East Bay lines was* $678,742, *an increase of* 2.14 *percent compared to year-ago revenue of* $664,521. *Transbay lines had revenue of* $580,883, *up* 11.96 *percent over last year's figure of* $518,829.

The number of passengers carried during the month was 4,113,649, *down* 1.27 *percent below the* 4,166,476 *who rode District buses in July, a year ago. On East Bay lines, the passenger count showed a decrease of* 2.26 *percent. On transbay lines, riding was up* 1.21 *percent.*

Commute book sales for July totaled $242,802, *a gain of* 5.3 *percent over sales of* $230,664 *in the same month, a year ago.*

Operation costs during the month were $1,602,408, *up* $86,617 *or* 5.71 *percent over year-ago expenses of* $1,515,791. *The District operated* 2,000,-302 *miles of service, an increase of* 27,381 *miles or* 1.39 *percent over mileage of* 1,972,921 *in July,* 1968.

Total income of $1,802,566 *was sufficient to cover operational costs, depreciation and bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 3.74 *percent.*

Actions of the Board

At an adjourned regular meeting Aug. 27, the Board of Directors:

• Awarded contract for furnishing mechanical bus washer to Ross & White, on low bid of $18,854, provided District attorney determines proposal is valid and legal, on motion of Director Coburn.

• Awarded contract for interior bus cleaner to Aladdin Heating Corp. on low bid of $23,396, subject to management review, on motion of Director Coburn.

• Authorized attendance at annual meeting of American Transit Association (ATA), on motion of Director Coburn.

• Authorized Assistant General Manager for Administration to accept nomination to ATA Public Relations Administrative Committee, on motion of Director Coburn.

• Authorized General Manager to execute agreement with Bank of America, relative to purchase of new bus, on motion of Director Coburn.

• Approved Operating Estimate for 1969/70 fiscal year, on motion of Vice President Warren. (See story, Pg. 2)

• Established consolidated tax rate at 19.2 cents, on motion of Director Rinehart. (See story, Pg. 2)

• Approved sending letters to government officials, urging operating subsidy for public transit, on motion of Director Bettencourt. (See story, Pg. 2)

• Authorized General Manager to proceed with program to acquire articulated buses, including filing for federal grant, on motion of Director McDonnell. (See story, P. 3)

• Authorized directors and management to attend meeting of American Society of Civil Engineers, on motion of Director Coburn.

* * *

At a regular meeting Sept. 10, the Board of Directors:

• Authorized installation of special inside advertising frames on approximately 330 coaches, on motion of Director McDonnell.

• Authorized Assistant General Manager for Personnel to attend meeting of Transit Data Summaries Group, on motion of Director Bettencourt.

• Approved letter to government officials, on motion of Director Bettencourt.

• Declared intent to introduce ordinance for annexation of Sherwood Forest area, on motion of Director Coburn.

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Transit-Times

AC TRANSIT

100 years of transit progress

First horse car

What Newspapers Are Saying About Transit

Meany cites mass transit as necessity

ATLANTIC CITY, N.J. (UPI) — AFL-CIO President George Meany wants development of "accessible, safe and high-speed mass transit systems" as a means to solve the nation's urban commuting jams, which he said lengthens the workday and reduce worker productivity.

"In the urban areas of the nation where 80 percent of the people live, driving to work or for pleasure is a fatiguing, slow-crawl war of nerves which adds from two to four hours to the average commuter's workday," Meany said in a report to the AFL-CIO's biennial convention.

"Unions struggle to cut the hours of work on the job, but the hours spent commuting actually lengthen the work day," the union leader said.

"The danger to driver's health in this nerve-grinding ordeal is seldom talked about, but its cost must add millions of dollars to the nation's health bill each year.

"The resulting loss of on-the-job efficiency, reduced productivity and lost worktime has never been properly calculated," Meany added.

He also called for completion of the Interstate Highway system, more federal highway aid to state and local governments, tougher automobile safety standards and expansion and modernization of airports. His president's report to the convention also urged action to solve the nation's air and water pollution problems.

STREAMLINED—The information-ticket office at the Transbay Transit Terminal, San Francisco, had a bright, shiny modern look this month, as result of skillful "facelifting." The project, in line with the District's overall program of improving working conditions and efficiency, includes fluorescent signs, which make it easier to obtain tickets, change or information. New ticket windows, which offer better customer communications and protection, is another feature—along with soundproofing and new paint. Photo murals, on a cork-covered backwall, add to appearance and public interest.

Century of transit

HORSE POWER—Oakland Railroad Company employees show "power source" for first horse car's power source, "Hard Luck."

AC Transit could celebrate two anniversaries of transportation achievement this month—with from nine to 100 candles on its birthday cake.

It's been nine years since the District went into operation, taking over from Key System Transit Lines.

It's been a century since the first horse car swept Oakland off its feet, starting an East Bay boom and inaugurating the street transit system that serves as ancestor of today's bus network.

The horse car rolled "up town" from the foot of Broadway on Oct. 30, 1869—introducing a noiseless system that was easy to feed, steer and operate.

It also had turn-in value.

Automatic turn-in

When cars were operated to Berkeley for special events, the horse was turned loose at the end of the line to find his own way back to the barn. The car rolled home by gravity.

Transportation had its problems then, as now. It took five years to get the line started.

In his history of East Bay transit, the late W. E. Gardiner, Key System historian, said E. B. Walsworth had proposed a street car powered by horses as early as 1864. He wanted some way to get students to the Pacific Female College he had erected on a 30-acre campus of Academy Hill west of Broadway above 29th St.—the Pill Hill of today.

But the town charter dealt only with franchises for steam railroads and the way had to be cleared for inauguration of street railway service. In 1866, the needed franchise was granted by the State Legislature—which also set the fare at 10 cents or 16 rides for a dollar. The speed limit was to be no more than eight miles an hour.

The Oakland Railroad Company laid its rails from the foot of Broadway up town to Telegraph and out Telegraph to 36th St. Later the line was extended to 40th St., then to Temescal Creek. When the College of California moved to Berkeley in 1873, the horse car went along.

But the trip was too long and slow for horses and in 1875, a steam engine was substituted, pulling a horse car over the tracks.

Oakland, meanwhile, had trotted into a new era. One horse car line after another appeared—many of them to get real estate on the market.

Franchises were dealt out like hot cakes and at one time, Broadway had six sets of tracks running down part of the street.

The lines that were built spread out to all sections of the East Bay and became the nucleus of a transportation system that later was electrified. Many of those same lines, laid out to get people where they wanted, are traveled today by District buses.

One activity is missing.

Once a year all the street car horses got clipped and while the artist was on the job, it was a great event for youngsters, who gathered to watch old Dobbin get a haircut.

There might be nostalgic regret, also, at the disappearance of a form of transportation you could pat on the nose, call by name and feed a carrot and which operated on oats, instead of diesel.

THE COVER—A rare photo from the collection of Louis L. Stein, East Bay historian, shows Oakland's first horse car in 1869, in front of McClure's Military Academy on Telegraph Ave. The school was the first military academy in state.

Good old days

REMEMBER?—Last car built in Key System's own shops in 1927 intrigues viewers at AC Transit family excursion to California Railway Museum.

THE "old and the new" in transportation's checkered past got together this month at "old Key System Days" at the California Railway Museum, at Rio Vista Junction in Solano County.

There was no lack of conversation or activity at the family excursion. Everybody talked to each other; everybody seemed to have a story that began: "I remember when . . . "

It was a time for warm meetings between old friends, some of whom hadn't seen each other since retirement.

For newer employees—and many were among the hundreds present—it was a chance to ride old street cars and trains and sample an era that ended before AC Transit went into operations Oct. 1, 1960. It was a great turn-out.

Members of the Bay Area Electric Railroad Association, who invited the District to the museum to commemorate its ninth anniversary, were out in full force. Some sported mustaches and old-time motorman caps and operated restored historic equipment with a flourish.

Some of the volunteers kept the tracks greased, but street cars and trains still squealed as they rounded curves—a sound that added to background music.

Youngsters joined with adults, taking free cars on cars and trains. The kids soon discovered a new activity, placing a penny on rails to let the car or train go by. The result—a beautiful flattened penny, to be showed and shared with other kids who have never known that experience.

Key System equipment, spruced up for the occasion, included car No. 271, acquired by Oakland Traction Company in 1904; Car No. 987, last car built in the Key's own shops in 1927; articulated bridge train No. 182, built in 1937 and familiar to most of those present. The other bridge unit, No. 186, was used as an "art gallery" and was posted with historical photographs put up by railway historians Vernon Sappers and Charles Smallwood.

Also paraded past the lawn picnic areas were No. 1001, electric freight locomotive built in the Emeryville shops in 1910. It pulled the last wooden reefer car in existance and a caboose from Central California Traction Company.

In the parade was No. 1201 overhead line and tower car, built at Newark in 1895 and used at one time to serve the Leona Heights hotel above Mills College before it burned in 1908.

No. 1011 wrecker car, built by Oakland Traction in 1906 at Emeryville, contained a complete shop. It was introduced as unique in having side rods attached to give better traction to each wheel, much like a steam locomotive.

The railroad association, formed in 1946, is operated by volunteer railfans who restore historic equipment and plan "fun" outings like the one chalked up by AC Transit employees as "top rate."

A set of train horns, retrieved from a bridge unit by Fred Blatt, one-time superintendent of rails, was presented to the association during the festivities by Alan L. Bingham, general manager. William Kluver, president of the association, handled welcoming ceremonies.

Visitors who rode by chartered bus were entertained by Tony Keyes, guitar player from Emeryville maintenance.

A team affair

Driving couple turn in brass

A long "love affair" with bus driving ended this month as Mr. and Mrs. J. S. Jensen turned in their brass and became the first husband and wife team to retire from AC Transit.

Together they had worked almost half a century.

Mrs. Jensen, one of the District's dwindling group of women operators, said she never tired of her job.

"I loved every trip across the bay bridge. I felt like "King of the Road." I liked my passengers and I liked driving and I just hate to give it up."

Both the Jensens worked out of Emeryville Division. They now have a home in Paradise, Calif., and plan to do more driving—this time in a travel trailer.

Mrs. Jensen started working with Key System in 1944. She was a conductor on the trains and spent several years at the Transbay Transit Terminal in San Francisco before becoming a bus driver.

Her husband started on the street cars in 1945 and switched to bus driving in 1948 after he drove the next to the last street car into Central carhouse.

TOGETHER—Mr. and Mrs. J. S. Jensen have become first husband and wife team to retire as AC Transit bus drivers.

Energetic bus rider Keeps crochet needle Busy while commuting

Crochet work, which is hitting fashion headlines in everything from pants costumes to evening wear, already is a well-traveled habit for Mrs. Dora E. Carter of 5871 Sierra Ave., Richmond.

A regular commuter on District buses to and from Oakland, Mrs. Carter keeps a busy needle, crocheting everything from the dresses she wears to lap robes for patients in convalescent hospitals.

After fellow passengers noticed the afghan-type robes she was making, they began saving ends of yarn. Her work now is a community bus project and varies from doll clothes to pot holders.

Mrs. Carter, an office worker at H. C. Capwell in Oakland, can date her travels back 37 years, when she and her husband, Bart, played music for a traveling magic show. They're still entertaining, concentrating on senior citizen centers.

Operation moon rock

AC Transit buses may not have made it to the moon, but they took thousands of people to see "the rock" at Lawrence Hall of Science, on the tip-top of the University of California Campus.

The chunk of moon rock drew over 58,000 visitors during its seven-day display.

Providing charter bus service to the steep site was considered a challenge appropriate to the subject, but all coaches made the trip without launching pad—or trouble.

Viewers were urged by U.C. to use regular buses to the campus, then ride by charter coaches from Student Union or Dana St. and Durant Ave. to the exhibit. Extra buses were rolled in to lift the crowds—biggest turnout yet to attend a campus display.

The rock weighs 2½ ounces and was described as "walnut sized."

Workers give to United Crusade

Bus operators, who already know about being "good neighbors," responded —along with other workers—this month to the United Crusade campaign for gifts and pledges to support 180 agencies serving thousands of people in the five counties of the bay area.

Pictures were taking the place of words at all divisions, with a new projector-recorder, loaned to each gilley room by the United Crusade, illustrating "there must be understanding and communication if we are to build."

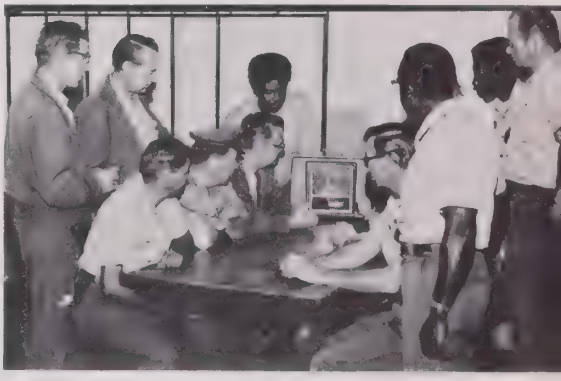
The production, similar to a color TV program, operated automatically and showed viewers there was much to pull people apart and make them different.

It also illustrated the work of the United Crusade and how people are not really divided when they come face to face with somebody who has needs.

The recorded message also showed where money goes after it is donated.

CHUMMY SIGN-UP—Operators at Seminary Division "gang-up" for United Crusade campaign. From left are: John Suydam, Ann Calistro, Harry Price, C. L. Parker.

IN THE SHOPS—Maintenance Superintendent R. H. Bertz "pins" two of the men at Emeryville Division who gave their "Fair Share" to Crusade: E. A. Williams, center, and R. D. Rhoades.



WHY TO HELP—A projector-recorder explains—better than written words—why some people, no longer able to help themselves, can be given a boost along the way by donations to United Crusade.

Witness gets reward In driver shooting

Bus passenger David Brannam, San Francisco machinist, will receive the reward posted in connection with the robbery and shooting of driver Ralph P. Livingston over a year ago.

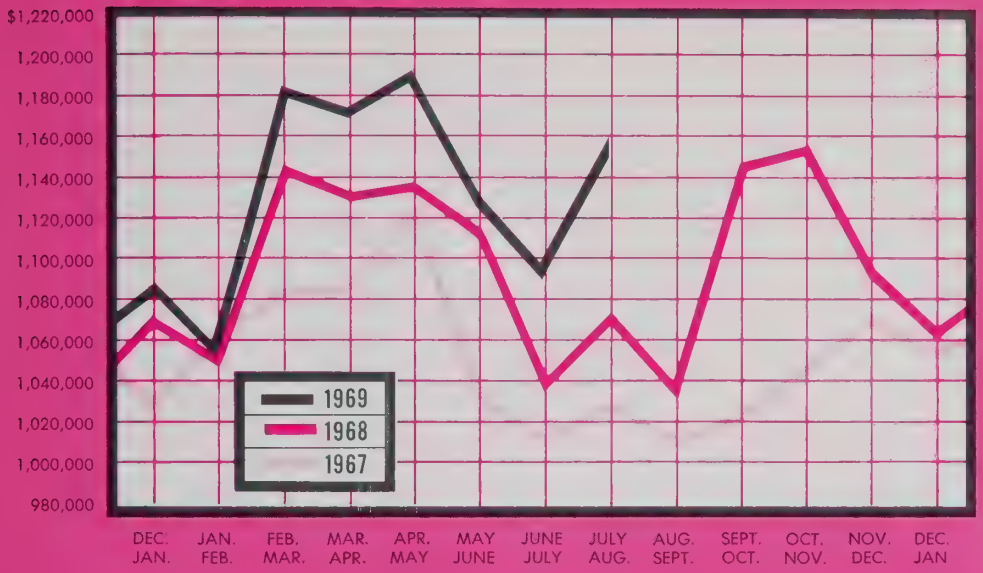
Oakland Municipal Judge D. W. Brobst ordered the $2000 reward paid to Brannam for his part in arrest and conviction of Lawrence Mosley, 23, of Berkeley, now confined in San Quentin. Brannam witnessed the crime.

Livingston, who also filed a claim, withdrew from the case after hearing testimony. The reward was offered by the transit district and by Division 192, Amalgamated Transit Union.

As result of the shooting, the Ready-fare plan of riding was inaugurated July 14, 1968.

3 year passenger revenue comparison

Based on 13 four-week periods per year



Passenger revenue on increase for August

Fare box revenue continued to show an increase during August, boosted by a jump in East Bay and transbay income. The number of passengers carried showed a decline.

Passenger revenue for the month totaled $1,259,691, *an increase of* $90,566 *or* 7.75 *percent over year-ago revenue of* $1,169,125. *Revenue on East Bay lines was* $680,272, *an increase of* 4.93 *percent compared to revenue of* $648,287 *in August,* 1968. *Transbay revenue totaled* $579,419, *up* 11.25 *percent over revenue of* $520,838 *in the same month last year.*

The number of passengers carried during the month totaled 3,986,753, *down* 1.73 *compared to last year's total of* 4,056,824. *East Bay riding showed a decrease of* 1.27 *percent, while transbay riding was down* 2.80 *percent.*

Commute book sales for August were $241,720, *an increase of* 12.1 *percent over sales of* $215,700 *in August, a year ago.*

Operation costs during the month totaled $1,557,556, *up* $111,436 *or* 7.71 *percent over year-ago expenses of* $1,446,120. *The District operated* 1,976,713 *miles of service, a decrease of* 8459 *miles or* .43 *percent less than mileage of* 1,985,172 *in August,* 1968.

Total revenue of $1,778,713 *was sufficient to cover operational costs, depreciation and bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 5.40 *percent.*

Actions of the Board

At an adjourned regular meeting Sept. 24, the Board of Directors:

• Authorized advertising for bids on new fuel contract, on motion of Director Coburn.

• Approved new salary range for Assistant General Manager for Administration and created new position of News Bureau Editor, on motion of Director Copeland.

Death takes veterans Of early transit days

William E. Reid, 61, who clocked 21 years behind the wheel of a bus before he turned in his brass Nov. 1, 1965, died Aug. 17 in Shelbyville, Tenn., where he made his home.

John F. Green, 57, 1225 81st Ave., Oakland, died May 19, six months after he retired from the maintenance department. He entered service Sept. 1, 1945.

Mary E. Petkovich, 86, 582 Warwick Ave., San Leandro, pensioned in 1948 as a secret service operator, died Sept. 24. She had worked for Key System 10 years.

J. H. Bennett, 80, 3606 Bickerstaff St., Lafayette, who retired in 1954 as a cashier in Treasury Department, died Sept. 11. He entered service in 1929.

O. S. Beran, 83, 196 Farrelly Dr., San Leandro, pensioned in 1956 as a trainman, died Sept. 9. He went to work in 1922.

Pleasant H. Wasson, 77, 1500 102nd Ave., Oakland, who entered service in 1935 and worked on street cars before becoming a bus driver in 1948, died July 2. He retired in March, 1958.

Hugh Griffith, 91, 570 Grand Ave., Apt. 4, Oakland, rail worker pensioned June 1, 1945, died July 9. He entered service in 1920.

William D. Owens, 66, 5632 Pointsett Ave., El Cerrito, maintenance department veteran, died July 29. He worked from 1919 until 1957.

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Award for credit union

The AC Transit Employees Federal Credit Union has received a thrift award from the Federal Credit Union Bureau for its growth and the responsive help of its members, according to Manuel Garcez, secretary. The District group was among five percent of all credit unions to be honored, Garcez said. Employees can join and share in benefits through a payroll deduction plan.

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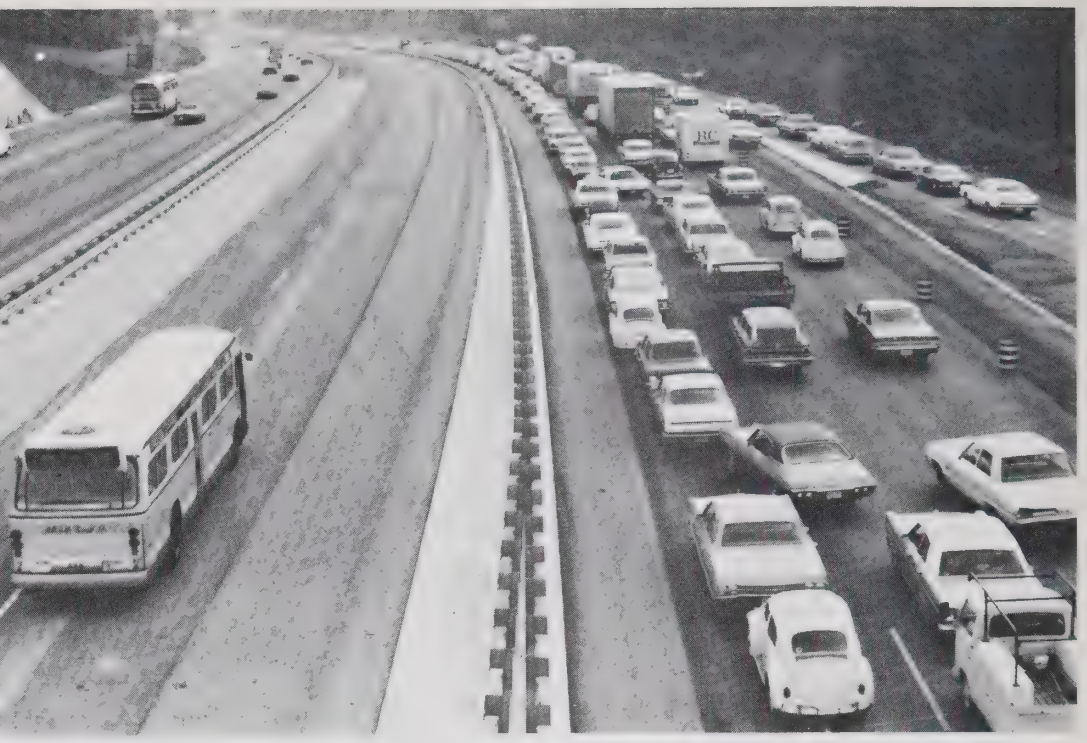
UNIVERSITY OF CALIFORNIA

Santa's workshop

Helpers busy on holiday bus



HOW TO TRAVEL—While passenger cars squeeze into line, a commuter bus speeds past bumper to bumper traffic on freeway outside of Washington, D.C.

Special bus lane speeds commuters

While passenger cars inch along bumper to bumper on a traffic-choked freeway, commuter buses are moving freely on their own expressway in an experiment near Washington, D.C.

Success of the exclusive bus lane has given momentum to consideration of similar programs in other metropolitan areas—including the East Bay.

On Interstate Highway 95 in suburban Virginia, coaches are bypassing a highly congested section at 60 miles an hour while on exclusive bus expressway.

The Virginia Department of Highways, in an unprecedented action, authorized exclusive bus use of two lanes northbound between 6:30 and 9 a.m. At other times the lanes are open to southbound traffic.

The exclusive roadway is being used by about 45 buses, 39 of them carrying commuters into Washington. The others are long distance coaches. Commuter riding increased 14.81 percent during first three weeks of the experiment.

Federal Highway Administrator Francis C. Turner feels the special bus lane is the way to solve "most urban transportation problems." He has directed regional offices to be alert to ways to apply bus bypass plans.

State encouragement

California's State Department of Public Works is authorized to set aside preferential freeway lanes for public mass transportation under State legislation effective this month. The bill calling for experiments in better freeway occupancy was authorized by Sen. Tom Carrell, D.-San Fernando.

AC Transit, which had an exclusive bus lane on the Bay Bridge during re-

THE "RUSH" HOUR – Snarled traffic inches southward on Nimitz freeway, left, as motorists fume, change lanes and thread through tight spots. AC Transit's Line 32 inter-city express makes this trip from downtown Oakland to San Lorenzo Village in 23 minutes during midday. In this kind of commute traffic, the trip takes 15 to 20 minutes longer. Below, traffic jams toll gates leading to Bay Bridge, backing up traffic approaching from freeways. Buses, which carry nearly half of commuters crossing span, experience 5 to 10 minute delay getting through toll plaza area onto bridge. (Photos courtesy The Oakland Tribune)

construction in 1962, is among properties keenly interested in developing special lanes. At that time, buses crossed the span in 13 minutes, traveling twice as fast as automobiles.

Alan L. Bingham, general manager, reported District commute business has jumped 70 percent since AC Transit commenced operations nine years ago—and could expect to "really skyrocket" if buses could bypass snarled traffic.

"Motorists, watching buses whiz by while entangled in congestion, can be expected to try the bus," he said. "Each bus takes the place of 35 automobiles."

Bingham said 425 buses carry 15,273 passengers across the span between 4 and 6 p.m., according to a study by University of California's Institute of Transportation and Traffic Engineering. In the same period, 14,509 cars are transporting 22,941 passengers.

The report showed AC Transit and Greyhound buses carry 55 percent of travelers on the bridge during the commute peak between 5 and 5:30 p.m.

Here comes Gerald down the road

By ELINOR HAYES
Tribune Staff Writer

Imagine the surprise of a Sacramento Valley farmer looking up from plowing to see an AC Transit bus coming down his little country road!

Imagine the consternation of 100,000 wild ducks when down a levee on the Gray Lodge Wildlife area, out of Gridley, comes the AC Transit bus!

But it happened the week end of Oct. 25-26 when driver Gerald Thorngren piloted a charter bus for 40 enrollees in the University of California Extension course, "Across California,"

Gerald Thorngren

under direction of John Olmstead. The party spent the night at the Sierra Club lodge at Donner Summit.

Thorngren was applauded and praised by members of the party for his skill in driving the big vehicle down country one-lane back roads so the passengers could study trees and birds in their native habitat.

As a result, the party got a look at autumn coloring and wildlife missed by those who always stay on the main highway.

For Thorngren, with the District for nine years, it was his first charter trip. He lives with his wife, Jewell, at 6103 Plymouth St., Richmond, and is on the extra board.

"I listened as I drove and learned as much as any of my classmates," he said.

He also was observed helping with the dishes at the Sierra lodge.

"Santa's Toyland" to carry holiday message

District workers were busy this month decorating a bus, with the theme of "Santa's Toyland," to carry holiday greetings to East Bay residents for the seventh year in a row.

It will be the 30th year that Nicholas P. Alevizos, superintendent of Richmond Division, changes suits to become a "flying Santa Claus," riding on top of the bus as it makes its initial appearance in cities from Richmond to Hayward. He'll be in his own sleigh, pulled by tiny reindeer, broadcasting greetings to youngsters at bus stops.

The bus will make its debut on Friday, Nov. 28, with airborne St. Nick and a full pack of candy canes. The rest of the season, it will be assigned to regular service on different lines, without Santa.

Two women operators, Adele Bosco and Priscilla "Pat" Grap, again will dress in "Santa's Helper" costumes to distribute candy canes to bus riding passengers during the holidays. A party for commuters, featuring young accordion players, the Glo-tones," will be held at the Transbay Transit Terminal before Christmas.

The "Santa's Toyland" bus will be bright red, gold, green and white and will be decorated with cutouts of stuffed animals, drums and bugles. The interior will have garlands of holly.

Safety award program

A time to be alert, a time to care

Operators will receive recognition from the District and the public for safe, professional driving ability in a program to be inaugurated Jan. 1, 1970.

The program will feature shoulder emblems and jeweled gold lapel pins to call public attention to those drivers who distinguish themselves by a consistent and successful safety record.

A driver will qualify for a safe driving award after 12 consecutive months behind the wheel without an at-fault accident. (An at-fault accident is any occurrence involving a District vehicle, causing damage or injury, in which the driver failed to take all reasonable preventive measures. Determination of an at-fault accident will be made by division superintendents.)

Shoulder emblems, to be worn on uniform shirts and jackets, will be presented, indicating the year the driver qualified and number of safe driving years.

After a total of five safe driving years with AC Transit, a gold lapel pin, designed for civilian clothing, will be awarded. Jeweled pins will be given for succeeding five-year periods, with different stone combinations indicating total years of safe driving. The 25-year pin will have three diamonds.

A wallet-size certificate, showing years of safe driving and qualification date, also will be given. Division superintendents will make presentations.

Names of the operators will be posted monthly at each division.

Special shoulder emblems will recognize safe driving years accumulated prior to the new program.

Senior citizens to ride for 10 cents

Senior citizens will be able to ride District buses in the East Bay for 10 cents during off-peak hours, starting Jan. 1, 1970.

The reduction in fare will be for a one year period on an experimental basis, according to action taken this month by the Board of Directors.

Details as to method of identification and exact hours are to be worked out before the trial period.

A majority of the seven-man board voted for lower fares after speakers appeared at a special meeting to make pleas for the 10 cent fare to allow persons on limited income mobility for shopping, recreation and community participation.

Speakers generally pointed out social security benefits have not kept up with the cost of living and payment of present adult fares of 25 cents for a one-way bus ride took "too big a chunk" out of reduced income.

Board action came after Alan L. Bingham, general manager, agreed there was a need for lower fares, but experience on other properties showed revenue losses as result of special oldster rates.

"We're trying to watch your dollars," he said. "We don't know what the loss in income to AC Transit will be."

Study on fast airport transit underway

A study expected to help pave the way for development of a regional airport transit service that would be superior to any in the nation has been set in motion by six area agencies.

The study has as its primary purpose determination of a swift, direct transportation system to link Oakland International Airport with the Bay Area Rapid Transit District network and adjacent Coliseum and Port of Oakland facilities.

Other service

The feasibility study also is considering additional service to the airport from areas that will not be served directly by the BART system.

The Oakland Airport Access Task Force was formed by AC Transit, BART, Coliseum, Inc., City of Oakland, County of Alameda and Port of Oakland to develop a network that would efficiently serve the East Bay area and put the Oakland terminal at the doorstep of San Francisco.

One of the task force's first acts was to file application with the U.S. Department of Transportation for $60,000 to finance two-thirds of the first phase of an engineering study. The agencies jointly are contributing $30,000 toward the initial study.

First phase includes determination of a system to link the airport to BART, the Coliseum and adjacent industrial and motel-hotel facilities. Also involved are funding, method of operating the system and interim program and additional transit needs.

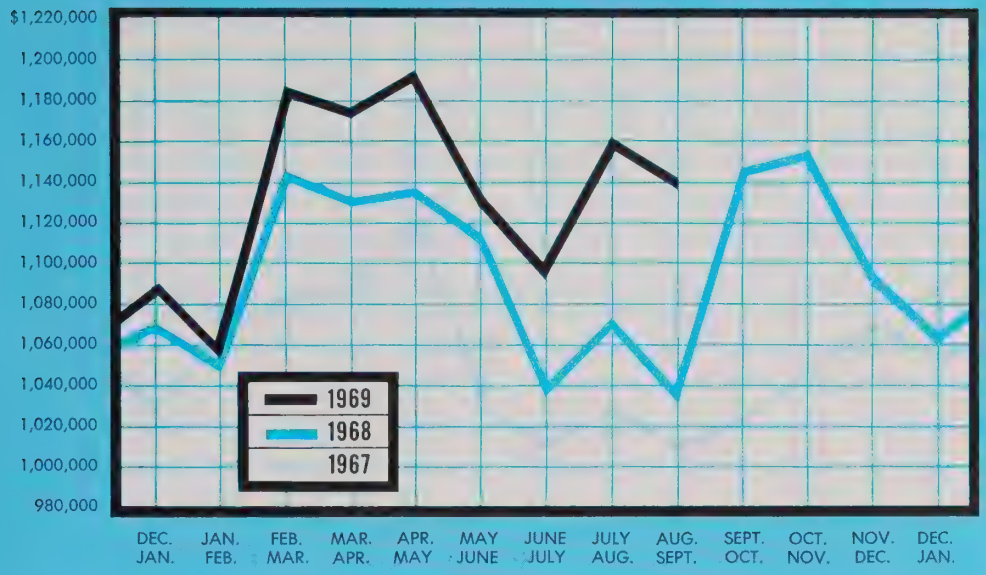
Completion of Phase I will give participating agencies an opportunity to decide on proceeding with detailed engineering work under Phase II, estimated to cost $210,000.

Alan L. Bingham, general manager of AC Transit, who proposed the study over a year ago, said highly efficient methods of handling baggage also should be devised, so air passengers can board a plane and travel to the Bay area with only one local change—from plane to regional transit. Luggage should be waiting when the passenger arrives at the downtown BART station, he added.

Serving as engineering consultants are Kaiser Engineers of Oakland. The firm is working in association with Peak, Marwick, Mitchell & Company and Okamoto/Liskamm, both of San Francisco.

STUDY — Representatives of participating agencies sign joint powers agreement on airport transit study. From left: B. R. Stokes, general manager, BART; Alan L. Bingham, general manager, AC Transit; Jerome Keithley, city manager of Oakland. Standing is Ben E. Nutter, general manager, Port of Oakland. Alameda County and Coliseum, Inc., also are participating.

3 year passenger revenue comparison



Business experience shows healthy gains

Transit business was brisk during September, with fare box revenue and the number of passengers carried showing an increase.

Passenger revenue for the month totaled $1,301,085, *an increase of* $129,942 *or* 11.10 *percent over the September,* 1968 *total of* $1,171,143. *Revenue on East Bay lines was* $730,959, *up* 9.01 *percent compared to revenue of* $670,549 *collected in the same month a year ago. Transbay income totaled* $570,126, *up* 13.89 *percent over the previous September revenue of* $500,594.

Commute book sales for September was $251,390, *an increase of* 21.5 *over year-ago sales of* $206,826.

The number of passengers carried during the month totaled 4,358,467, *up* 2.40 *percent over the total of* 4,256,223 *who rode in September,* 1968. *East Bay riding showed an increase of* 2.22 *percent, while transbay riding was up* 2.88 *percent.*

Operation costs during the month totaled $1,560,620, *an increase of* $91,146 *or* 6.20 *percent over year-ago expenses of* $1,469,474. *The District operated* 2,011,357 *miles of service, an increase of* 74,207 *miles or* 3.83 *percent above mileage of* 1,937,150, *operated in the same month in* 1968.

Total revenue of $1,815,987 *was sufficient to cover operational costs, depreciation and bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 0.25 *percent.*

Actions of the Board

At an adjourned regular meeting Oct. 17, the Board of Directors:

• Approved agreement for annexation of Sherwood Forest area of El Sobrante, Contra Costa County, on motion of Director Rinehart.

• Called a special election Nov. 18 on annexation of Sherwood Forest, on motion of Director Coburn.

• Appointed General Manager to Board of Control, Oakland Airport Access Task Force, and Assistant General Manager for Administration as alternate, on motion of Director Copeland. (See story, Pg. 2)

* * *

At an adjourned regular meeting Oct. 29, the Board of Directors:

• Referred bids for furnishing petroleum products to General Manager for evaluation and report, on motion of Director Coburn.

• Rejected bids for furnishing bus washers and cleaner, on motion of Director Bettencourt.

• Approved minor reroutings of Line 68 and Line 88 and Line 83 extension, on motion of Director Bettencourt.

• Granted construction easement to BART through Richmond Division for sum of $1,750, on motion of Director Bettencourt.

• Authorized four staff members to study coordination between bus and rapid transit operations in other cities, on motion of Director Bettencourt.

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At an adjourned regular meeting Nov. 12, the Board of Directors:

• Granted request of senior citizens for 10-cent fare during off peak hours for a one year trial period, on motion of Director Rinehart. (See story, Pg. 5)

* * *

At a regular meeting Nov. 12, the Board of Directors:

• Referred bids for furnishing and installing radio equipment to staff for study, on motion of Director Coburn.

• Awarded contract for furnishing petroleum products to Texaco Co., on motion of Director Coburn.

• Approved minutes of Finance Committee, on motion of Director Rinehart.

Nov. 12, the Board of Directors:

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Challenge of future transit coordination

Progress on bus-rail coordination

Coordination of future Bay Area transit services was moving ahead this month. Deliberation was under way on three related fronts.

• A joint committee of AC Transit and Bay Area Rapid Transit District personnel were working — with progress — on future coordination of the two systems in the East Bay service area.

• Possibility of coordinating Marin County bus and maintenance services with AC Transit operations was being explored.

• Consideration also was being given to joining with BART on a study of future feeder services in areas outside AC Transit boundaries.

Route considered

The AC Transit-BART committee was considering each of more than 100 routes presently operated by AC Transit to develop recommendations for future locations of lines to serve BART stations.

The committee also is working on plans for frequency of service for each of the lines and hours of operation, to assure tight coordination between the two systems.

This phase will require additional months of work before completion, Alan L. Bingham, AC Transit general manager, told a recent meeting of East Bay chamber of commerce officials.

When tentative agreement is reached on these matters, development of equipment and manpower requirements can be determined.

"AC Transit then will develop its estimated operating costs and revenues to establish a base for discussions on revenue sharing and inter-agency discount fares," Bingham said.

Discussion has been going on as to the most practical method of transfering passengers between the systems, but agreement has not been reached as to procedure, according to Bingham.

Never before in the history of the country has such an extensive rail system been superimposed on an existing operating system, Bingham added, stressing the magnitude of the challenge in coordinating the two properties.

More than 250,000 run assignments now are being operated by AC Transit bus drivers in a year's time. Most of these are expected to be affected by BART.

Bingham said it was the District's intent to establish a coordinated system that would encourage the maximum use of mass transit facilities.

"We are determined to provide fast and convenient service — as close to homes and other destinations as possible — whether the rider uses AC Transit buses, a combination of AC Transit and BART or a combination of the two systems and the S.F. Municipal Railway, the transit executive declared.

Marin service

Meanwhile, the Board of Directors of Golden Gate Bridge, Highway and Transportation District authorized General Manager Dale W. Luehring to work with AC Transit to determine whether mutual advantages and savings might result through some degree of coordination of bus operations and maintenance.

Negotiations were to include hiring of consultants by the Golden Gate district to work with Greyhound concerning phasing out of Greyhound Marin commute operations and the phasing in of AC Transit bus operations.

The study of BART feeder service would be expected to cover the Concord-Walnut Creek area; Livermore-Pleasanton region and Fremont, Bingham said. The study group also would explore feasibility of local transit.

THE COVER—Task of coordinating future Bay Area transit services is indicated by scope of aerial mosaic, made from 900 photographs, shot at 19,000 feet. (Clyde Sunderland photo)

Travel grows, new buses added

HOW FAR—"Red Cap" bus stop signs, posted along route of new Line N-1 Freeway Flyer, give passing motorists comparison between driving time and riding the bus.

AC Transit, which expects to add 500,000 miles to operations this year, is continuing its program of shifting unproductive miles to service expected to do most good for most people.

New commuter express service was inaugurated by the Line N-1 MacArthur Freeway Flyer to give residents of Grass Valley and Mountain Blvd. areas of East Oakland first direct bus transportation to and from San Francisco.

"Red Cap" bus stop signs were posted to dramatize how many minutes the bus takes from various stops to reach San Francisco. The large signs, topped in red, slip over regular coach stop poles and are designed so passing motorists can recognize the comparison between driving time and the time taken by bus to travel the same distance.

Mammoth post cards also were sent to residents in the new service area, inviting them to try the bus.

Coaches were added to 10 lines to keep pace with growth in patronage.

New morning and evening schedules supplemented service on Line F-Berkeley express; Line E-Claremont express; Line B-Grand Ave., and Line O-Alameda.

Additional morning trips went into service on Line V-Montclair; Line C-H Piedmont and intercity express Line 32-Hayward-San Lorenzo. New evening trips were added to express Line 36-San Lorenzo and Line 15-B-35th Ave.

Extra buses also were scheduled for the "Sather Gate Ltd.," which is giving students and workers direct express service between San Francisco and University of California, Berkeley.

Early and late trips which regularly carry less than three passengers—and in some cases, no riders at all—were discontinued on the following neighborhood lines: Line 17-Alcatraz; Line 18-Park Blvd.; Line 53-Fruitvale Ave.; Line 54-38th-35th Aves. and Line 54/79 combination; Line 79-High St.

Sherwood Forest area Joins transit district

The Sherwood Forest area of El Sobrante became an official part of the transit district this month as final annexation action was taken by the Board of Directors and filed with Contra Costa and State officials.

Legal steps were completed in the wake of a special election, which saw residents of the area voting favorably to annex to the District. They will continue to contract with the transit district for school bus service until the end of June, 1970, making special payment for off-route mileage, plus District property tax. At the beginning of the new fiscal year, they will pay only the regular tax rate set by the AC Transit board.

The annexation is first for the District since it went into operation Oct. 1, 1960.

Other west Contra Costa County areas annexed in June that year.

Computer to record safe driving records

Safe driving experiences of AC Transit drivers may go on the computer after Jan. 1, to keep accurate records of professional safe operating abilities.

Plans call for a change in recording pertinent information in connection with the new safety award program, which starts with the first of the year, G. G. Wadsworth, safety engineer, said.

By making use of the District's computer, the safety department will have impersonal and accurate data as to "at fault" accidents and how much time is lost in work, over and above the grace period of 15 working days allowed each year for causes including industrial injuries, illness, temporary non-driving assignments and leaves of absence.

Under the program, the day on which a driver first qualified for AC Transit service is considered his anniversary date. A driver will qualify for three Safe Driver shoulder emblems a year later—on the same date—unless it is changed by an at-fault accident or too many absent or non driving days.

The shoulder emblems will indicate the year the driver qualified and number of safe driving years. They are to be worn on uniform shirts and jacket.

A wallet-size certificate, showing years of safe driving and qualification date, also will be presented.

SAFETY AWARD—Sample of jeweled gold pin to be given for five years safe driving.

After five safe driving years, a jeweled gold lapel pin, designed to be worn on civilian clothing, will be awarded. Pins will be given for succeeding five-year periods, with stone combinations indicating total years of safe driving.

The computer will keep individual records, printing off anniversary dates so awards can be made each month to qualifying drivers, Wadsworth said.

If a driver experiences an at-fault accident, his anniversary date will be changed to that date—by the computer.

During the first part of January, division superintendents will be presenting over 3,000 shoulder emblems and more than 150 pins, earned in the past three years by drivers on the property. Another recognition program was in effect before 1967.

Radios on order for Rest of modern fleet

Radios soon will be installed on AC Transit's entire modern bus fleet, giving coaches operating in every city the advantage of "instant communications."

Contract for an additional 160 radio units was awarded to Motorola, on a low bid of $139,236. A federal grant covers one-half of the cost.

One of the pioneers in equiping buses with radios, the District has 300 coaches with a "voice." The additional units will increase the radio-equipped fleet to 460. The fleet of 32 supervisory cars and service trucks also will be radio equipped.

Copies of the 1968-69 annual report, which features the City of Piedmont on the cover, may be obtained at the general offices, 415 Latham Square Building, Oakland, or through the mail by telephoning 645-7878.

HAPPY HOLIDAYS — Santa Claus—Nicholas P. Alevizos—finds nobody too young or too old to welcome St. Nick. Television cameras record scene at at Point Richmond, above. Crowds wait for bus and Santa in East Oakland, upper right. Bus driver Priscilla "Pat" Grap has candy canes for grandchildren. Another driver, Adele Bosco, far right, finds a youngster also dressed in red and white. Instructor Clem Redmon helps with candy distribution at Berkeley stop. Santa talks to baby in bonnet.

The District's traditional efforts to extend holiday greetings to all brought the best of all gifts this year—a warm and happy response.

A decorated bus, "Santa's Toyland," rolled on major trunk lines; thousands of free candy canes were distributed; a party was held for commuters at Trans-Bay Transit Terminal, San Francisco.

Bus drivers were given over 10,000 cards to distribute to customers. The card featured a drawing of Oakland's first horse car on Telegraph Road in 1869, in tribute to 100 years of transit progress.

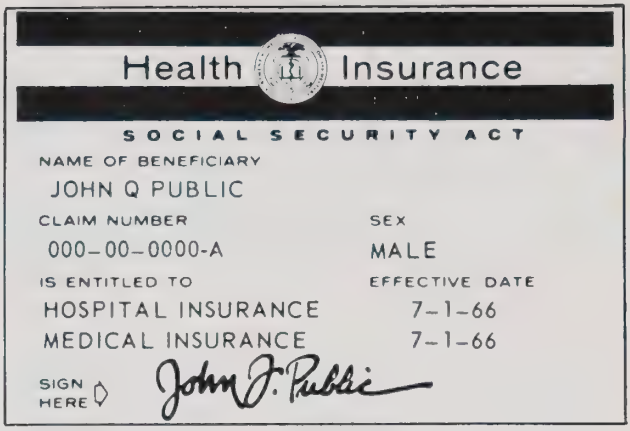
The District's own St. Nick—Nicholas P. Alevizos—help to usher in the holiday season when he arrived in his own sleigh, on top of the decorated bus, in 11 different communities.

He found, as he has in the past, that nobody was too old for Santa or too glum to exchange a happy message.

While St. Nick climbed down a ladder to talk to crowds of youngsters at pre-announced stops, two women drivers in red and white costumes, Mrs. Adele Bosco and Mrs. Priscilla "Pat" Grap saw that nobody was missed on candy canes. The two women rode regular service during the month to distribute candy canes and bus traveling information.

All were in costume for the party at the terminal, held in the tradition of ferry boat parties of decades ago. The terminal was decorated and young accordion players, the "Glo-tones", repeated their hit playing of last year. Commuters also received candy canes as an added treat.

How oldsters Can ride buses At 10-cent fare


Health Insurance

SOCIAL SECURITY ACT

NAME OF BENEFICIARY
JOHN Q PUBLIC

CLAIM NUMBER
000-00-0000-A

SEX
MALE

IS ENTITLED TO
HOSPITAL INSURANCE
MEDICAL INSURANCE

EFFECTIVE DATE
7-1-66
7-1-66

SIGN HERE ◊ John J. Public

Medicare cards will be considered the usual identification for senior citizens, 65 and over, who can ride for 10 cents on AC Transit buses during off peak hours, starting Jan. 1.

Residents without Medicare cards can obtain a special AC Transit identification card, certifying the bearer as a rider entitled to the lower rate.

Of the 130,000 elderly people in the District's service area, approximately 3,000 are expected to be without Medicare cards.

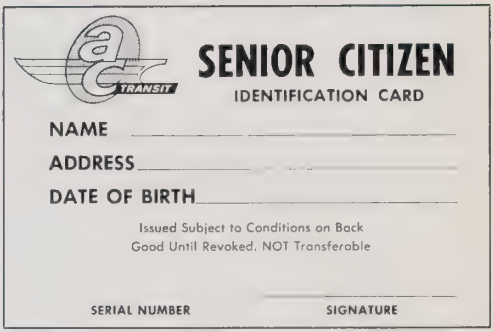
They should take the same proof of age required by social security regulations to one of two dozen designated locations in East Bay cities.

Volunteers will check the proof of age and issue the I.D. card which will allow them to ride for reduced fare during the prescribed periods: from 9 a.m. to 3 p.m. and 7 p.m. to 3 a.m. on week days and around the clock on week-ends and specified holidays.

Cooperating in the I.D. distribution will be senior citizen centers and other service locations. Cards also may be obtained at the District's general offices, 508 16th St., Oakland, and at the Richmond office, 21st St. and Macdonald Ave.

The special I.D. card is designed for new arrivals in the United States, some retired civil service employees and others covered by private health plans.

The fare reduction has been authorized for a one-year experimental period.


AC TRANSIT

SENIOR CITIZEN
IDENTIFICATION CARD

NAME _____

ADDRESS _____

DATE OF BIRTH _____

Issued Subject to Conditions on Back
Good Until Revoked. NOT Transferable

SERIAL NUMBER

SIGNATURE

AGE PROOF—Medicare card, upper left, and AC Transit I.D. card, will be accepted as senior citizen identification for reduced fares on East Bay buses.

Checks distributed For past stock time

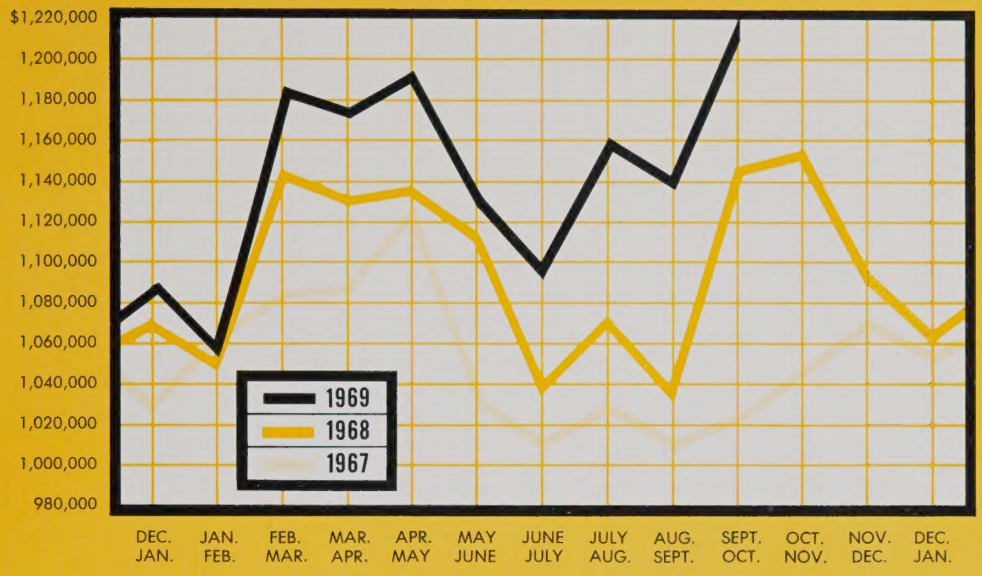
Separate pay checks were distributed this month—in time for Christmas stockings—to 1026 operators for retroactive stock time dating back to the Fall sign-up of Sept. 8, 1968.

Total payment of approximately $20,900 was made as result of an arbitration decision which ruled the District is still liable under present contract for allowed time to replenish stock, even though the time is not being used by drivers under the Ready Fare plan of riding.

Checks for back time ranged from as little as 30 cents to $75.

3 year passenger revenue comparison

Based on 13 four-week periods per year



Fare box revenue shows increase in October

Passenger revenue from East Bay and transbay lines showed an increase during October, although total number of riders carried declined slightly during the month.

Fare box revenue totaled $1,409,978, *up* $96,344 *or* 7.33 *percent over year-ago revenue of* $1,313,634. *Revenue on East Bay lines was* $788,667, *an increase of* 4.45 *percent over the* $755,046 *collected in October,* 1968. *Transbay revenue totaled* $621,311, *a boost of* 11.23 *percent compared to last October's figure of* $558,588.

Commute book sales were $285,994, *up* 17.2 *percent compared to* $243,-936 *in sales for October,* 1968.

The number of passengers carried during the month totaled 4,805,370, *down* 1.17 *percent compared to the year-ago count of* 4,862,102. *Transbay riding showed a slight increase of* .08 *percent, with* 1,307,333 passengers. *East Bay lines had a riding total of* 3,498,037, *down* 1.62 *percent below the* 3,555,770 *who rode in the same month a year ago.*

Operation costs during the month came to $1,613,382, *an increase of* $117,437 *or* 7.85 *percent up over year-ago expenses of* $1,495,945. *The district operated* 2,171,809 miles of *service, an increase of* 30,867 *miles or* 1.44 *percent over mileage of* 2,140,942 *in October,* 1968.

Total revenue of $1,949,311 *was sufficient to cover operational costs, depreciation and bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 1.87 *percent.*

Actions of the Board

At an adjourned regular meeting Nov. 20, the Board of Directors:

• Confirmed canvass by Contra Costa County Board of Supervisors of Sherwood Forest special annexation election, on motion of Director McDonnell.

* * *

At an adjourned regular meeting Nov. 26, the Board of Directors:

• Reiterated policy of AC Transit on requesting transit representation on ABAG Transportation Planning Committee, on motion of Director Copeland.

• Adopted resolutions declaring Sherwood Forest annexed to AC Transit and designating it as part of Special Transit Service District No. 1, on motion of Director Bettencourt. (See story, Pg. 3)

• Approved hours for 10-cent senior fare; method of identification; elimination of zone charges and limitation of reduced fare to one year experimental period, on motion of Director McDonnell. (See story, Pg. 6)

* * *

At a regular meeting Dec. 10, the Board of Directors:

• Authorized General Manager to execute contract with Federal government for $180,242 grant, two-thirds of estimated costs of computer project; execute agreement with Kent State University concerning project; execute equipment lease for data conversion and transmission; prepare specifications and advertise for bids to furnish 36 data collectors and recorders, on motion of Director Rinehart.

• Authorized management to make preliminary inquiry concerning Federal grant to reduce vandalism on buses, on motion of Director Rinehart.

• Authorized replacement of fleet automobiles and trucks, on motion of Director Coburn.

• Awarded contract for 160 mobile radio units to Motorola, on low bid of $139,236, on motion of Director Coburn.

• Approved personnel and salary changes in schedule department, on motion of Director Copeland.

• Established seniority date for News Bureau Editor, on motion of Director Rinehart.

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Virginia B. Dennison, Editor

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Richmond drivers on top

Drivers at Richmond Division topped the safety goal in November with a record of 13,922 miles per accident.

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